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### THE BANDIT OUTRAGE. BIG PUBLIC MEETING AT SHANGHAI. SPEECH BY SIR EDWARD PEACOCK.

"THE FOREIGNER AS A PAWN."  
Over 2,000 people attended the public meeting convened in the Town Hall at Shanghai on the subject of the Lincheng bandit outrage.

Sir Skinner Turner (the Chief Judge of H.M. Supreme Court for China) presided.

Sir Edward Peacock in moving a resolution said:—Mr. Chairman, Friends and Fellow Citizens.—Having lived in China for close upon 20 years and having lived principally in Shanghai I rise to propose the Resolution which the Chairman of this large public gathering has just read to you.

"We are all aware that the many different national commercial bodies and others have called to their respective governments as well as to their Ministers in Peking expressing their profound abhorrence at the recent railway outrage at Lincheng. This public meeting, however, is called to embody all these different expressions into one public expression of profound horror and indignation at the ever increasing lawlessness and misdeeds which have filled our daily papers for the last three or four years and which has culminated in this dastardly outrage upon the main line express to Peking and that this our united expression of feeling be respectfully addressed to the Diplomatic Body in the sincere hope that it may strengthen their Excellencies' hands to secure the speedy and happy release of the captive, new in the hands of the powers and to put a stop to any conceivable recurrence."

EAR FROM CONFUCIUS.

It is incredible to me that a country like China, so imbued with Confucian theories which all point to the kind treatment of a stranger in a strange land, should have degenerated to so low an ebb that it is possible for ruffianly bandits to derail an express train, to shoot a foreigner, capture men, defecate women and even little children, to march them clueless in night attire, and hastened at the butt-end of a rifle into the mountains and to retain them in custody at their own sweet pleasure. I call that horror! Any one of you in this room this afternoon might have been a member of that unfortunate party. The Central Government, the numerous Tutchuns, with their many soldiers, in spite of the wonderful savings by China's representative at the Washington Conference, are still unable to restrain the increasing lawlessness throughout this vast republic, a state of affairs which is gradually twisting the minds of the world into disgust at a nation with a reputable civilization of some 3,000 years behind its back.

I need not remind you that Lincheng is but the climax of a series of ever increasing outrages and disregard by China's officials for what belongs to the status of a civilized country. We all know it and have chafed under and girded at it. But let me recall one or two incidents to illustrate how the tide of anarchy has risen and the prestige of the foreigner has proportionately declined.

The recovery of the Jew's belonging to Miss Aldrich from a rocky mountainside in Shantung, just two weeks after they had been hidden under a flat rock by their owner during her hurried flight, was told for the first time to-day by Mr. J. B. Babcock of Tsinaifu.

After Miss Aldrich's rescue by Mr. Naill of the Asia Development Co.'s staff, she gave him a rough map of where she had hidden her jewels and Mr. Naill handed the map over to Mr. Babcock, who started out soon after in search of them.

Although Mr. Babcock roamed the Shantung hills for nearly three days he was unable to locate Miss Aldrich's property, principally because her sketch map was only roughly drawn and left out necessarily many of the most important landmarks. He returned to Tsinaifu and told his No. 1 boy of his difficulty, and offered him a substantial reward if he could find the jewels.

Last Saturday they both returned to Lincheng, and early on Sunday morning set out again on the search. They tried their best to trace Miss Aldrich's route from the time she left the train until she was rescued. Late that afternoon when they had almost given up the search after wandering over the country side for many miles, the boy stumbled against a short flat rock, dislodging it, which revealed Miss Aldrich's handkerchief, solied and crumpled, but containing her diamond and emerald rings, valued approximately at G. \$50,000.

The rings were taken to Peking on Monday by Mrs. Babcock and safely delivered into Miss Aldrich's hands yesterday. When she heard that they had been found by Mr. Babcock's boy, she sent him a handsome reward for his faithfulness.

The brigands' doing in Honan last year are so fresh in every memory that but little recapitulation is necessary. They destroyed great towns, they carried off unthinkable booty and they took and held, in some cases for months, no fewer than fourteen foreign prisoners, whom they proceeded to use, precisely as the Shantung brigands are to-day using the captives of Paotzoku, as levers wherewith to engineer their reinstatement in China's already too numerous army and extort other concessions.

### LINCHENG THE CLIMAX.

The Lincheng outrage as I stated before is the climax. It is these appalling incidents and many others which I have not time to relate this afternoon, which force us, the citizens of this great cosmopolitan city, Shanghai, assembled in public meeting to record our abhorrence, our indignation and concern that such outrages should be permitted in a country like China. These things must cease for us and for the Chinese people. For every foreigner who has suffered through the incompetence of China's officials, let us not forget that there are a thousand, nay ten thousand, Chinese who have suffered far more.

For these reasons we do humbly implore our respective Governments to bring the Central and Provincial Authorities of China to a lasting sense of their great responsibility for the restoration of order, the observance of Treaty rights and finally of their responsibility towards the welfare of their own hard working people.

I would say to China, it behoves her young men to see to it, to stand fast to a constructive policy, to look to themselves and the great needs of their own vast country. It behoves the powerful Chinese merchants to come forward, to object ferociously against the ever increasing military taxation, to state their views, to say plainly to their Central and Provincial Authorities—"Hold, we have had enough rather than that you should bring disgrace on the fair name of China—let us the merchant class assist to gather up the progressive reins of government."

In conclusion, ladies and gentlemen, the resolution is framed to express the wishes of all and there is no one whose heart is not deeply touched by the miseries of these poor captives; not for nearly four weeks suffering untold hardships and the strain of an uncertainty that we can only dimly imagine and I know that I speak for millions of friendly and peace-loving Chinese to whom their country's unhappy state today is a source of infinite anguish.

The resolution, which was passed unanimously, was in the following terms:—

"That this meeting, representative of the whole community of Shanghai, desires to place on record its profound horror at the outrage recently committed at Lincheng and at the increasing lawlessness and misdeeds of which Lincheng is the culmination. And this meeting respectfully calls the attention of the Diplomatic Body in Peking to this public and united expression of feeling, in the hope and with the intention that it may strengthen their Excellencies' hands in making such representations to their respective Governments as they may deem necessary, to secure the speedy release of the captives now in bandit hands and to bring the Central and Provincial Authorities of China to a lasting sense of their responsibility for the restoration of order, the observance of treaty rights and the welfare of the great and friendly Chinese people."

### HOW MISS ALDRICH GOT BACK HER JEWELS.

The Special Correspondent of the N.Y. Daily News at Tsinaifu, writing on May 20th, said:—

The recovery of the Jew's belonging to Miss Aldrich from a rocky mountainside in Shantung, just two weeks after they had been hidden under a flat rock by their owner during her hurried flight, was told for the first time to-day by Mr. J. B. Babcock of Tsinaifu.

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### A SEQUEL TO THE HONAN BANDIT OUTRAGE.

A Chinese correspondent writing from Tientsin to a Peking contemporary says: "It will be remembered that the foreigners captured by the notorious bandit chief, Lao Yang-Jen or 'Old Foreigner,' in Honan were released only upon the payment of a ransom of fifty thousand dollars per head by General Wu (Continued at foot of next column.)"

### SPANISH INQUISITION METHODS IN YAUMATI. TORTURE OF A SMALL CHINESE BOY.

What Sergeant Merton, of the Yaumati police, whilst on a lonely patrol, saw the other night must have reminded him of the brutalities of the Spanish Inquisition of olden days. At about three o'clock in the morning he noticed a light in the ground floor of a house. Curious to know what the occupants were doing at that time he peered through a window which gave him a full view of the room. What he saw there must have filled him with horror. By the flickering light of a candle he saw a man moving backwards and forwards in front of a door of the room with a lighted taper in his hand. Tied to the door of the room was a very small boy. There was a rope round his neck and this was drawn taut so that the boy's head was stretched upwards. Fascinated, the Sergeant watched the proceedings for a moment or so and saw the man, who was obviously the boy's uncle, move the lighted taper all round the boy's face, and then feebly place the lighted end against the poor child's flesh. The child groined continuously. Without waiting for further evidence, the Sergeant hurried back to the Yaumati Police Station, which fortunately was not far away, and told his story to Sergeant Baker who was on charge room duty. Together they both visited the house and forced an entrance into the room. They discovered the man lying on a bed smoking opium. The child had been released by this time and he was standing in a corner of the room sobbing his heart out. Directly the Police Sergeants entered, the terrified child rushed into the arms of Sergeant Baker without speaking, a very significant dumb appeal for protection. The man was arrested and the boy was taken to the Kwong Wah Hospital for treatment.

According to the evidence of Dr. Yip, Medical Officer at the Kwong Wah Hospital, given at the Magistrate's, where the man was subsequently charged with cruelty, there were extensive burns on the boy's right hand fingers and a red mark round the boy's neck where the string had been used to tie him to the door. His body was also bruised.

The defendant, whose name is Wong Yau, is said to be an ex-Canton Official and an opium fiend. His health is so badly undermined with opium that prior to going to the Magistrate's, yesterday, he had to be supplied with a smoke of opium. His story was that the boy, Wong Wah Hing, was unhinged in his mind, owing to the trouble at Wuchow, and he was at times very disobedient. According to the defendant's wife, the boy was the adopted son of the defendant.

The Magistrate (Mr. J. R. Wood) sentenced the man to one month's imprisonment, remarking that had it not been for his bad state of health he would have sent him to gaol for a longer period.

### SPORT GOLF.

#### FANLING COMPETITION RESULTS.

The Captain's Cup competition, played at Fanling on 2nd, 3rd and 4th inst., was won by A. Morrison, 90-10=90 net.

The pool was won by Lt. W. D. Bacon, 85-4=81 net.

Pei-fu. Under foreign pressure General Wu did not know what to do with the bandits at the door of his own camp but to bribe them.

Things that took place two or three days after the Lincheng outrage clearly showed that the Shantung bandits had taken such a step simply under General Wu Pei-fu's encouragement owing to his way of dealing with the Honan brigands under Lao Yang Jen. The price demanded by the Lincheng bandits was fifty thousand dollars, corresponding exactly to the price offered by General Wu to Lao Yang Jen last year.

#### DIPLOMATIC BODY AND THE OUTRAGE.

The following telegram was received from the Doyen of the Diplomatic Body, Peking, by the Shanghai General Chamber of Commerce last week.

PEKING, May 28th.

Following for Chairman, Shanghai General Chamber of Commerce, Dean of the Diplomatic Body begs to acknowledge receipt of the message of the Shanghai General Chamber of Commerce and to express sympathy with the feeling which the Lincheng outrage has aroused in a body representing all the important foreign commercial interests centred in Shanghai. He has taken due note of the views of the Chamber and begs to assure the Chairman and members that he has little doubt that the Powers represented at the Washington Conference will consider the measures necessary to guarantee the safety of the lives and property of their nationals in China and will take such steps as may appear to them desirable and practicable to prevent the recurrence of any similar outrage and to remedy the state of things which has rendered such an incident possible."

### GOLF AND GOLFERS.

(BY "DREAMER.")

Does the average amateur carry too many clubs? This is a question that has often been discussed at the 19th hole, and it is likely to be discussed over and over again.

In my own humble opinion the majority of players do carry too many clubs. The professional or the first-class amateur can afford to carry a large number because for 99 shots in 100 he is master of the particular club he is using, but for the majority of us the position is the reverse.

For a player with a two-figure handicap I would advise the following set as being ample:—A brassie, mid-iron, mashie and putter.

At first sight this appears totally inadequate, but as we go carefully into the question I think we shall find it quite enough.

First of all, there is only one wooden club—a brassie. I have yet to meet the double-brassie handiplayer who can tell me how much further he can hit a ball with his brassie than with his brassie, so if the difference is so hard to detect why burden oneself with the task of learning to use two different clubs where one will answer the purpose? Another point in favour of the one wooden club is the fact that the average man carries a driver and a brassie with different lies. The lie of a club is about the last consideration to most of us when choosing a new club, but it should be the first. We are far more likely to take up a natural stance than we are to adapt ourselves to the lie of our club. Watch a player with a driver and brassie of different lies. Suppose he has a driver with a flat lie and this suits him, he drives off quite a good ball. His second putt is a brassie to reach the green, and the lie of his brassie is slightly more upright than that of the driver—what is the result? Nine times out of ten he will take up his position in exactly the same way that he did for the driver, and the club head, instead of resting flat on the ground, will be cocked up at the nose, thereby reducing the chances of a good shot to a minimum. I think this is sufficient argument in favour of carrying one wooden club only until you have completely mastered it; then, if your handicap has been reduced, and you feel that you will "lose face" if you do not carry a driver, choose one of the same weight and same lie and one which looks as much like your brassie as possible.

We now pass on to the mid-iron, the most useful club ever made, and as a general rule the least useful to the average player. The man who wishes to improve will be well advised if he will take his iron and study it. There are so many shots that can be executed with it. There is the ordinary long iron shot which travels high and drops fairly dead—the simplest of all iron shots. Then there is the long low shot against the wind, a shot that needs a deal of practice to perfect. There is also the pitch and run with the iron. In fact, any shot from 5 yards to 150 yards off the green can be played with a mid-iron. In choosing a mid-iron always pick one that feels light; it is impossible to control one that feels heavy. Also see that the shaft is firm, too much whip in an iron club shaft is fatal.

The next club is the mashie, a comparatively easy club to most of us. However, there is more in the use of the mashie than the average player dreams of. The man who is master of the mashie is a dangerous man. Like the mid-iron, there are several shots that can be played with it, from the high pitch with "stop" on the ball to the low pitch and run. In choosing a mashie look for a good stiff shaft, a deep face with plenty of loft. The last club, the putter, calls for no comment, except that I advise my readers to have nothing to do with fancy putters. It is the man, not the club, that plays the shot. The player who is "on" his putting will put well, no matter what club he uses; and the player who is "off" his putting will in all probability put worse than ever if he uses a fancy putter.

Spoons, jiggers, mashie-niblicks, niblicks and the other fancy-named clubs are a snare for the man who has not learnt how to use a brassie, mid-iron and mashie. The inventors of these different implements, as a general rule, are more anxious to swell their own banking accounts, than to reduce their brother golfers' handicaps.

If it is any encouragement to my readers, I once knew a scratch player who only carried five clubs, the extra one being a caddy, but alas! he fell to temptation, and now carries around a most wonderful assortment of implements, and for every extra club he carries in addition to his old five the Handicapping Committee have added a stroke to his handicap!

There are very few players who do not carry a niblick and I am prepared to wager that not one man in a hundred ever takes out his niblick to practice with. To my mind it is the most difficult club to use successfully, and in an ordinary round, one is seldom called upon to use it. A mashie should be good enough for getting a ball out of any hazard; it naturally has plenty of loft, but if it is laid back it can be practically turned into a niblick, except that it is not so heavy.

In conclusion I would advise, fewer clubs and more practice. By practice I do not mean skodging a dozen balls as hard as one can get them, but learning theoretically to the course to put the theory into practice. Then, when you feel that you can produce that shot learn another. If you cannot reproduce the shot it is a good idea to swing in front of a mirror, but care must be taken to play the shot in the same way that it was tried on the course, so that the mistake can be detected. This is a much safer way of correcting a fault than by carefully reflecting in the glass what one has learned theoretically; but one must use one's imagination. I heard a rumour a day or so ago that the sub-Committee at Happy Valley have ordered a mirror to be placed in a quiet corner of the clubhouse roof; if this is the case I am sure many players will benefit by it.



# HONGKONG SANITARY BOARD

## MEDICAL OFFICERS AND THE REMOVAL OF PATIENTS.

### QUESTION OF A MARKET FOR WONG NEI CHUNG.

Two important matters were discussed at the fortnightly meeting of the Sanitary Board held yesterday afternoon at the Board's Offices. The first arose out of the proposal to amend the by-laws governing the removal of patients, and the second concerned the issue of licences to people to sell commodities in the village of Wong Nei Chung. There were present at the meeting Mr. G. R. Sayer (Chairman), the Hon. Mr. H. T. Jackson (Director of Public Works), the Hon. Mr. E. R. Hallifax (Secretary for Chinese Affairs), Mr. C. G. Alabaster, Mr. S. W. Tai, Dr. Ozorio, Mr. Wong Kwong Tin, Dr. W. W. Pearce (Medical Officer of Health) and Mr. J. A. Fraser (Secretary to the Board).

Several formal matters first claimed the attention of the Board, after which the CHAIRMAN moved the adoption of the proposed amendments to the "Removal of Patients" By-laws. In doing so, he said the Board would remember that some months ago, at a private session, they discussed the desirability of an amendment to the "Removal of Patients" By-laws, and particularly in connection with infectious cases to place other than to a place appointed by the Government. He pointed out at the time that the by-laws simply did not contemplate the removal of patients to a place other than that appointed by the Government. It was then agreed by the Board that in view of the importance of the question the matter should be referred to the Principal Civil Medical Officer for any suggestions he might wish to make, before they considered the desirability of making any amendments. The proposed amendments had now been circulated to members and they contained the representations of the Principal Civil Medical Officer. He moved the adoption of the amendments.

Dr. Ozorio drew attention to clause 2 of the proposed amended by-laws which he thought gave authority to the Medical Officer of Health over the private practitioner. Supposing he got a case of typhoid in which developments might be expected at any time, and was unable perhaps to get in touch with the Medical Officer of Health at the moment, and the case was urgent. He asked what was going to happen to the medical practitioner, would he be forced for moving the patient without the permission of the Medical Officer? Referring to Clause 5, Dr. Ozorio said that under the present by-law if the private practitioner certified that the patient was being properly treated, then the matter was at an end. He thought the medical man in attendance ought to know better than anybody else whether the patient should be removed. He thought there should be certain alterations before the amended by-laws were adopted.

The MEDICAL OFFICER OF HEALTH: I don't quite understand your reference to the Medical Officer of Health.

Dr. Ozorio said the amended by-laws stated that in no case could the patient be removed without the permission of the Medical Officer of Health.

The MEDICAL OFFICER OF HEALTH: I don't think so.

At this stage the Hon. Mr. Hallifax seconded the motion.

The CHAIRMAN pointed out that Dr. Ozorio was quoting from the existing by-laws. He added that the private medical practitioner, under the proposed amendments had practically the same authority as the Medical Officer to deal with the removal of patients. Clause 5 was to ensure a working arrangement between the private practitioner and the Medical Officer of Health. At present if there was any doubt as to whether a patient was properly housed the matter had to come before a Magistrate for decision. The new idea was to come to a better working arrangement. The private practitioner, of course, acted primarily in the interests of his patient, and the Medical Officer of Health watched the interests of the general public. Under the proposed amendments, supposing there was a difference of opinion, instead of the Medical Officer of Health going to the Magistrate direct, he would put the case before the Board. There was no intention that the Board should try to restrict the discretion of the private practitioner.

The MEDICAL OFFICER OF HEALTH said that he would like to correct this misunderstanding as to amendments. It was not the intention of the Medical Officer of Health to override the private medical practitioner.

The motion was then put to the meeting and carried.

# FOOD STALLS AT WONG NEI CHUNG.

Some discussion next arose over the issue of food stall licences at Wong Nei Chung village.

The CHAIRMAN, in bringing the matter before the meeting, said it had engaged the attention of the Board since 1935. The Board had ruled that the village was not suitable for the issue of these licences. Of late his own views had altered in such a way that he was now more convinced than ever that licences "should not be issued." Wong Nei Chung was now becoming a residential place for "better class people, who would naturally go to the market for their food. He did not think that the establishment of a food market would do any good to the houses in the village.

The Hon. Mr. E. R. Hallifax favoured the granting of the licences, and pointed out that there were no inconveniences for the sale of food within the area. Wong Nei Chung village was something over a mile distant from the Wanchai market, and it seemed reasonable under these circumstances that they should be granted licences. He did not think they would be justified in refusing to issue the licences.

The CHAIRMAN: We have managed without one on the Peak for many years.

The Hon. Mr. Hallifax: You cannot compare the two. The Peak residents have market coolies. I think these people living at Wong Nei Chung have to be considered on a different plane.

Mr. S. W. Tai said applications for licences had been repeatedly made and constantly refused. He thought the villagers should be given some encouragement to live there happily. It was necessary where schemes were prepared to get people to live in a certain district that water, light, and a market should be supplied even before the people were asked to live there. They must offer encouragement if they wished the people to live outside the city of Victoria. He understood that Wong Nei Chung was to be developed into a residential area and if that were so they had to attract the people by offering facilities. The case of the person of the Peak with Wong Nei Chung was not a good one. The former had an army of coolies, whilst those living at Wong Nei Chung had to send out their own servants, or go themselves for their food.

The CHAIRMAN, in replying, said he thought those people who wanted food supplies did not object to going to the existing markets, but, for the most part, the people at Wong Nei Chung had their own gardens, grew their own vegetables and reared their own chickens.

Mr. Wong Kwong Tin said that he favoured the granting of the licences to those stall holders and added that where houses sprung up it was necessary that food should be supplied on the spot. He thought a market should be erected.

The CHAIRMAN said his personal view was that the close proximity of a market spoiled the district.

Mr. Wong contended that where there were new houses a market should be erected. They could not expect people to travel for a mile for their food supplies.

The CHAIRMAN: I think the value of this property will go down, and people will try to find another place to live.

There was some further discussion as to details. The CHAIRMAN stated that five applications for licences had been received and that these had been turned down before.

The Hon. Mr. Hallifax said he had been a member of the Sub-Committee that had turned down the previous applications, and he had agreed very reluctantly to their refusal. He now thought the time had come when they could not be refused any longer. He now moved that Wong Nei Chung be made an area for the issue of special food licences subject to the approval of the premises by the Sanitary Inspector, which would mean that the number issued would be limited.

Mr. Tai seconded the motion which was carried.

This was all the business before the meeting.

## THE WARFARE IN KWANGTUNG.

### NORTHERN TROOPS NEAR SHUIKWAN.

Onionous activity by new troops sent into the province of Kwangtung by General Wu Pei Fu is reported from Shuikwun. Operations by these troops appear to be developing with the object of isolating the Yunnanese troops quartered at Shuikwun, and gaining possession of the Yueh-Han railway, with the ultimate intention of advancing on Canton. It is reported that Dr. Sun's Headquarters have reinforced his army in this section by several thousand troops and assurances are given that "all the strategic points along the railway are well fortified."

At the same time the situation in the East River is evidently not so satisfactory as was believed a week ago. Wai-chow is still held by the troops of General Chen Chung Ming (who, by the way, is said by the Canton papers to be living in Hongkong). More troops have had to be sent to this section of the war also. It is reported from Canton that large numbers of men are being pressed into military service. There is evidently much fighting still in prospect in the province, but the most cheerful optimism seems to prevail in official circles in Canton that the outcome of it will be a signal triumph for Dr. Sun's forces. But outside official circles a good deal of doubt finds expression.

# ANOTHER CASE OF ALLEGED CRUELTY.

## MUI TSAI ALLEGED TO HAVE BEEN TIED UP FOR 15 HOURS.

### SHOCKING CASE FROM SHAIKWAN.

Another case of alleged cruelty to a child was mentioned before Mr. J. R. Wood, at the Magistracy, yesterday, when a man named Lam Fung Chan, aged 46, a shopkeeper of 68, Main Street, Shaikwan, was charged with cruelty to a small servant girl, named Li Lai Hing. The charge was one of "unlawfully assaulting the complainant by tying her up and beating her with a cane, between 11 p.m. on the 27th and 2 p.m. on the 28th."

Dr. McKenny, of the Government Civil Hospital, said that the girl had well-defined bruises on both arms just above the wrists. Both hands were swollen. There were also bruises on the left thigh and left leg, and there were water blisters on various parts of the body. The child was still detained in hospital and she was now being treated for septic condition of the injuries on her hands.

In reply to Mr. Hind, who appeared for the defendant, Dr. McKenny said the condition of the wrists were compatible with having been tied and beaten. The witness also concurred with the suggestion that both sets of wounds were similar, and he could not suggest any other cause for them.

In reply to his Worship, the witness said the complainant must have been tied up for a considerable number of hours.

The Magistrate: Would that have been painful?—It would have been very painful.

Sub-Inspector Lanigan, asked to outline the case, said the little girl told him that she had been accused of stealing two diamond rings, and that she was tied up from 11 p.m. on the 27th to 2 p.m. on the 28th. She came to the Station at 9.30 p.m. on the 28th.

At this stage Mr. Hind said it would assist the Court if he were to outline the case last. His defence was that it was done by the defendant's son whilst the defendant was in, Macao. The son would say that he tied her up to prevent her running away from home.

His Worship adjourned the case until Thursday next, to enable Mr. Hind, the defendant, his son, and sub-Inspector Lanigan to see the Captain Superintendent of Police with a view to ascertaining who should be charged with the alleged cruelty.

## A BOON FOR TRAM CAR TRAVELLERS.

### WATERPROOF ROOFS FOR HONGKONG CARS.

An important improvement is being made by the Hongkong Tramway Co., Ltd., in the construction of their cars. This consists of a permanent and absolutely waterproof roof for the top deck, with side curtains which ensure passengers complete protection from rain. Hitherto the roofing has been of canvas corded down. The heat of the summer, and the heavy rains combined to deteriorate the canvas, and leakages resulted to the discomfort of passengers travelling on top.

The first car with the permanent roof has now been completed, and newspaper reporters accompanied this newly equipped car on a run to the City yesterday. Nature, with her usual fickleness, sent a brilliant sunny day (following several rainy ones), so that it was difficult to fully appreciate the virtues of the permanent roof.

The wood used in its construction is kapore wood, a product of Borneo, which is reputed to withstand the effects of the local climate better than any other. A facial board runs around the top of the car, about a foot deep, and serves the purpose of keeping off the sun's glare. On the inner side of the facial board canvas curtains are rolled up, and when the rain comes, these are simply dropped and clipped in to the floor. There is a curtain in the front of the car, and one at the back, so that whichever way the rain happens to be driving makes no difference.

Yet another very great advantage of the new roof lies in the lighting. The old cars have a light at each end, and nothing elsewhere. The new car has four flat electric lamps let in at intervals into the roof, so that the top floor is well and evenly lighted. Then, again, the ugly trolley standard which takes up so much room on the top floor is dispensed with. The trolley is let into the top of the roof, and the connecting wires running to the motors, and arranged for lighting, are run over the top and down the end of

(Continued at foot of next column.)

# A STORY OF RUTHLESS SLAUGHTER.

## FURTHER DETAILS OF THE CAPTURE OF SHUIHING.

### OVER 4,000 CIVILIANS KILLED.

Although the news of the capture of the city of Shuihing, on the West River, was published some time ago, scarcely any details of the fighting have been recorded in the local Press. The *S.S. Tai Ming* has since made two trips to Shuihing on her way to Wuchow, and we are indebted to her Captain (Mr. George Williams) for the details which follow of what appears to have been very severe fighting.

The *S.S. Tai Ming* left Hongkong on the 21st ult. for Wuchow, and arrived at Samsui next day at 9 a.m. Here Capt. Williams was informed by Com. R. D. Martin, R.N., of H.M.S. *Moth*, that his vessel would have to wait the arrival of several other vessels which were to be escorted by gunboats through the zone of the fighting. After waiting for one day Captain Williams again pressed for permission to proceed as far as Shuihing, which he knew had been recently captured. He proposed to make the journey thither without escort, and there wait for the escort. His request was granted, and the *Tai Ming* arrived at the ruined city of Shuihing the same afternoon.

There information was obtained as to the very serious fighting that had taken place. It appears that hostilities commenced on May 6th between Sun's forces and the Kwangsi troops holding the City. The suburbs fell into the hands of Sun's troops on that day. During the following ten days many attempts were made to take the city itself by assault under cover of gunboat fire, but without success. The business quarter of the city is outside the city walls, and consequently, the whole of the business area came under the direct fire of the attackers. This area was in the course of the siege burnt to the ground. The remnant left standing was looted daily by bands of Cantonese soldiers and eventually pulled down.

After a week's fighting it became obvious that the city could not be taken by ordinary assault, and a plan to mine the city wall was carried into operation. On about the 13th of May engineers of the besieging force commenced to sink a shaft under the north-east wall, which is 24 feet high and 12 feet wide on the top. Directly behind the section where mining operations commenced stands the Catholic Mission compound. Consequently the Mission suffered very severely during the fighting, especially in the latter stages of the siege. Every building in the compound was riddled with bullets, but, to their credit be it said, the Fathers of the Mission remained at their station during the whole of the operations and were on many occasions able to offer protection to converts rendered homeless.

On the morning of the 15th the mine, consisting of 1,400 lbs. gun cotton, was exploded. It blew a gap in the wall more than 100 feet wide, the depth of the mine crater being about 35 to 40 feet. Many houses, in close proximity to the mine, were levelled to the ground by the force of the explosion, and the Mission buildings suffered damage from the same cause. Immediately after the explosion the Cantonese soldiers charged the gap, fighting taking place in the Mission compound. No quarter was given to the defenders, who were shot in cold blood. It estimated that upwards of 4,000 of the civilian population were killed during the siege, either by being burnt to death in their homes or shot in the streets. The opinion of the population is that the Chinese gunboats used by the attackers did more harm to the civil population than to the defending Kwangsi troops.

the car. This dispenses with the need for a standard, and, furthermore, gives a perfectly free swing to the trolley pole itself. Hitherto the pole could be swung in one direction only and then had to be swung in the opposite direction back to its old position. This meant that the pole could only be swung on one side of the car, making matters awkward if it should ever be necessary to turn the car in a narrow road, and there was no room for the trolley pole to swing excepting on one side. The new pole has a perfectly free movement.

But the main advantage of the innovation lies in the fact that the top floor is perfectly waterproof. With the screens down it is impossible for rain to beat in. The beam is a great one, and will most certainly repay the Company for their expense. At present, rather than endure the damp seats, and little scurries of rain driving in, people who would normally prefer the train, use rickshaws. It is the Company's intention to make the improvement in all their cars. The task will be a long one, for it can only be done when cars are in for re-painting, or repairs, or when a new car is being built. At present five new cars are under construction, and these will all have permanent roofs.

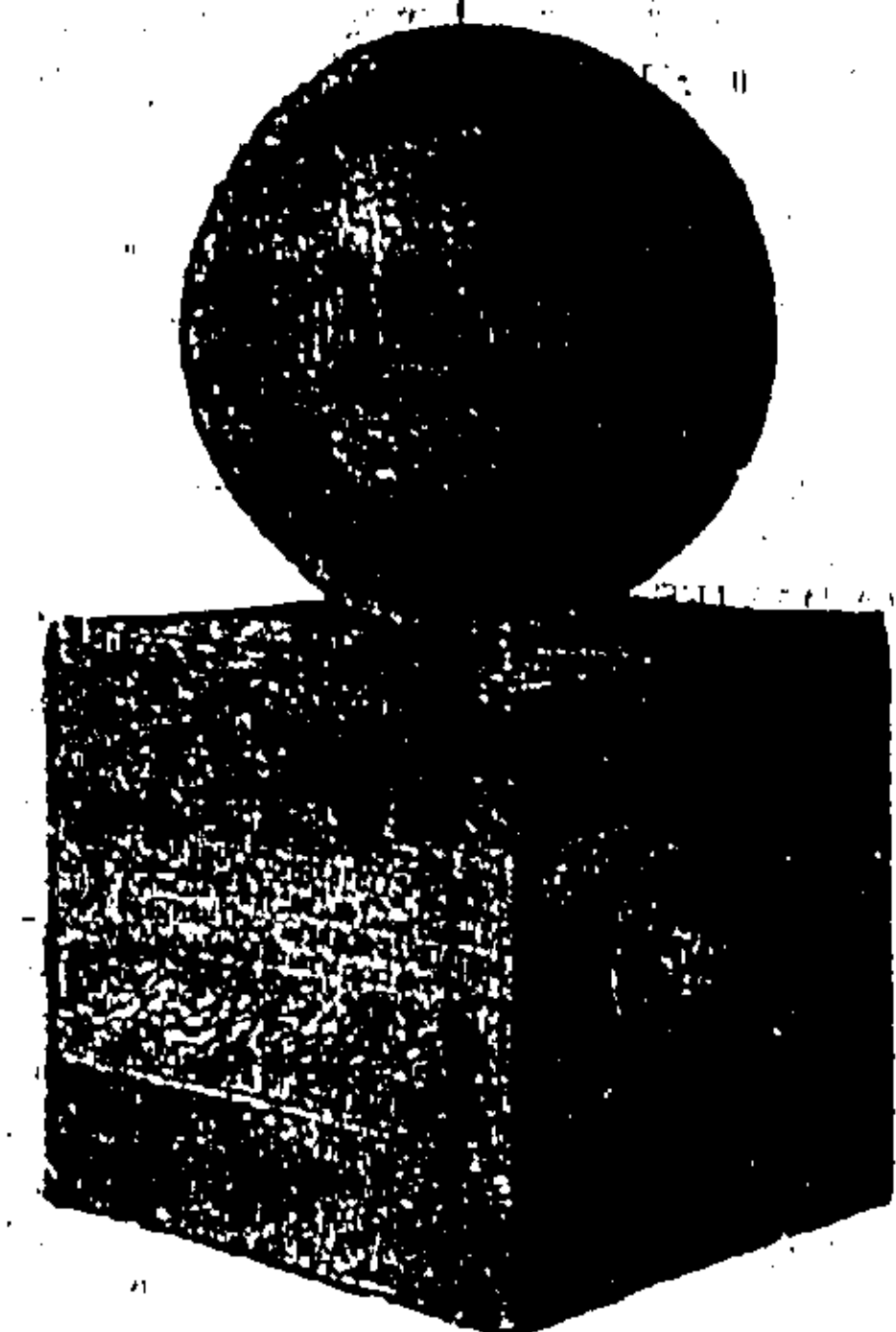
# BASEBALL

## GEAR.

### MITTS.

### CLUBS.

## SPALDING'S



### BALLS.

## SPALDING'S BASEBALL SHOES.

### GLOVES.

STOCKED IN ALL SIZES.

SPORTS DEPT.

LANE, CRAWFORD, LTD.

# CAFE WISEMAN

BAKERS. CONFECTIONERS  
PASTRY COOKS  
AND  
CATERERS.

All Bread, Cakes and Pastry are made at our Daylight Bakery under expert European supervision.

LANE, CRAWFORD, LTD.

# "BROADWOOD" PIANOS ARE ALL BRITISH

THEY ONLY COST A LITTLE MORE  
BUT ARE A LOT BETTER.

## THINK IT OUT.

LATEST SHIPS' MODELS

AT

# ANDERSON'S

TEL. C. 1322.



LOOSE COVERS

IN

# CRETONNES

EXPERT CUTTERS

PERFECT FIT GUARANTEED.

PATTERNS ON REQUEST.



## NEW ADVERTISEMENTS

**THE CATHOLIC UNION CLUB**  
"AT HOME"  
To Members, Their Families and Friends  
FRIDAY, 8th JUNE, at 9.15 P.M.  
On the Occasion of the Celebration of Its  
SILVER JUBILEE.

F. H. BARNES,  
President.

CYMEITHAS DEWI SANT,  
HONGKONG.

**LAUNCH BATHING PICNIC** leaving  
BLAKE Pier at 3 P.M. on SATURDAY,  
9th INSTANT. CROESAW, BOB CYMRO  
A CHYMRAES. Tickets may be obtained  
from Undersigned.

D. DAVIES,  
SANITARY DEPARTMENT.

**THE HONGKONG CENTRAL ESTATE  
LIMITED.**  
NOTICE.

A MEETING of the CREDITORS of the  
Company will be held on the 30th day of  
JUNE, 1923, at the Offices of Messrs. PERCY  
SMITH, SETH & FLEMING, at 12 o'clock (Noon),  
pursuant to the provisions of Section 181 of  
the Companies Ordinance 1911.  
At this Meeting the Creditors will be asked  
to determine whether an application shall be  
made to the Court for the appointment of any  
person as Liquidator in the place of or jointly  
with myself the Liquidator appointed by the  
Company or for the appointment of a Committee  
of inspection.

Dated the 4th day of June, 1923.  
H. PERCY SMITH,  
Liquidator.

## PUBLIC AUCTION.

**PARTICULARS AND CONDITIONS** of  
the letting by Public Auction Sale, to be  
held on MONDAY, the 11th day of  
June, 1923, at 3 P.M., at the Office of His  
Excellency the Governor, of one Lot of  
CROWN LAND at Stubbs Road, in the  
Colony of Hongkong, for a term of 75  
years, with the option of renewal at a Crown  
Grant to be fixed by the Surveyor of His  
Majesty the King, for one further term of  
75 years.

## PARTICULARS OF THE LOT.

| No. of Lot. | Boundary No. | Locality.   | Boundaries.                                                                           | Measurements.      | Contents.      | Area.  | Use.         |
|-------------|--------------|-------------|---------------------------------------------------------------------------------------|--------------------|----------------|--------|--------------|
| 1           | 1            | Stubbs Road | North of Stubbs Road, East of Stubbs Road, South of Stubbs Road, West of Stubbs Road. | 100 ft. by 100 ft. | 10,000 sq. ft. | 10,000 | Residential. |
| 2           | 2            | Stubbs Road | North of Stubbs Road, East of Stubbs Road, South of Stubbs Road, West of Stubbs Road. | 100 ft. by 100 ft. | 10,000 sq. ft. | 10,000 | Residential. |

**THE BEN LINE STEAMERS, LTD.**  
FROM LEITH ANTWERP, MIDDLESBRO,  
LONDON AND STRAITS.

The Steamship "BENAVON."

**CONSIGNEES** of Cargo are hereby informed  
that all Goods are being landed at  
their risk into the hazardous and/or extra  
hazardous Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Ltd., whence, and/or from the wharves,  
delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 12th inst., will be subject  
to rent.

All Claims against the Steamer must be  
presented to the Undersigned on or before the  
12th inst., or they will not be recognized.  
All broken, chafed and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 12th inst., at 10 A.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & CO., LTD.,  
Agents.

**THE EAST ASIATIC CO. LTD.**  
COPENHAGEN.

**THE M/S**

"PANAMA"

having arrived, Consignees of Cargo are  
hereby informed that all Goods are being  
landed and stored at their risk into the  
hazardous and/or extra hazardous Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Co., Ltd., whence delivery may be  
obtained.

No Claims will be admitted after the  
Goods have left the Godowns, and all Goods  
remaining undelivered after the 12th of  
June, 1923, will be subject to rent.

All broken, chafed and damaged Goods  
are to be left in the Godown, where they will  
be examined in the presence of  
Consignees by Messrs. Goddard & Douglas  
on the 12th of June, 1923, at 10 A.M.

All Claims must reach us before 15th of  
June, or they will not be recognized.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
JOHN MANNESS & CO., LTD.,  
Agents.

**HONGKONG WEEKLY  
PRESS.**

CONTAINING ALL THE WEEK'S  
LOCAL NEWS.

The Paper to send Home.

## INTIMATIONS

**HONGKONG JOCKEY CLUB.**

**THE HALF YEARLY GENERAL  
MEETING** of MEMBERS will be held  
on SATURDAY, 9th JUNE, at 12.30 P.M.,  
in the Jockey Club Rooms, Hongkong Club  
Annex.

## NOTICE.

**WE** have handed over to Messrs.  
SHEWAN, TOMES & COMPANY,  
HONGKONG, the Sole Agency for Messrs.  
COOKSON & COMPANY, LIMITED,  
NEWCASTLE-UPON-TYNE, ENGLAND,  
for HONGKONG and SOUTH CHINA as  
from THIS DATE.

**THE CHINA MINING & METAL  
CO., LTD.**

May 31st, 1923. [597]

## NOTICE.

**WE** have THIS DAY taken over from  
THE CHINA MINING & METAL  
CO., LTD., the Sole Agency of Messrs.  
COOKSON & CO. LTD., NEWCASTLE-  
UPON-TYNE, for HONGKONG and  
SOUTH CHINA.

**SHEWAN, TOMES & CO.** [598]

Hongkong, 31st May, 1923.

**INDO-CHINA STEAM NAVIGATION  
CO., LTD.**

**THE FORTY-SECOND ORDINARY  
GENERAL MEETING** of the Com-  
pany will be held at the Office of the General  
Managers, Messrs. JARDINE, MATHESON & Co.,  
LTD., Pedder Street, Hongkong, on THURS-  
DAY, 14th JUNE, 1923, at Noon for the  
purpose of receiving the Report of the  
Directors, passing the Accounts, and electing  
Directors and Auditors.  
The TRANSFER BOOKS of the Company  
will be closed from the 7th June to 25th June  
Both Days inclusive.

By Order of the Board.

**JARDINE, MATHESON & CO., LTD.**

General Managers. [587]

Hongkong, 28th May, 1923.

**HONGKONG SMALL INVESTORS'  
SHARE AND REAL ESTATE CO.**

No. 8, Des Voeux Road. Telephone No. C. 4306.

**BUYERS** of HONGKONG CONSTRUCTIONS,  
HONGKONG REALTIES,  
HONGKONG TRAMWAYS,  
STRAITS FERRIES,  
WATSON'S  
YANGTZE INSURANCES,  
COLONIAL DISPENSARIES,  
F.W.O.S.,  
TO M. Y. SAN & COMPANY'S,  
HUMPHREYS' ESTATES,  
H. & S. BANKS. [107]

**SELLERS** of CHINA SUGARS,  
COLONIAL DISPENSARIES,  
F.W.O.S.,  
TO M. Y. SAN & COMPANY'S,  
HUMPHREYS' ESTATES,  
H. & S. BANKS.

**S.S. "COMMANDANT MAGES."**

**SERVICES CONTRACTUELS DES  
MESSAGERIES MARITIMES**

**NOTICE.**

**CONSIGNEES** of Cargo from ANTWERP,  
MIDDLESBROUGH & LONDON,  
also cargo of the "ST. KANG" from  
HAYRE and LA PALICE, in  
connection with above Steamer, are  
hereby informed that their Goods, with the  
exception of Opium, Treasure and Valuables,  
are being landed and stored at their risks  
into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Ltd., Kowloon,  
whence delivery may be obtained immediately  
after landing.

Optional Cargo will be forwarded on unless  
intimation received from the Consignees  
before Noon, To day, requesting it to be landed  
here.

Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed after  
the 7th instant, at Noon, will be subject to  
rent and landing charges.

All claims must be sent in to me on or before  
the 11th instant, or they will not be  
recognized.

All damaged packages will be examined on  
Thursday, the 7th instant, at 10 A.M., by  
Messrs. Goddard & Douglas.

No Fire Insurance has been effected.  
R. RODENFUSER,  
Acting Agent.

Hongkong, 1st June, 1923. [599]

**NOTICE TO CONSIGNEES.**

**AMERICAN & MANCHURIAN LINE.**

FROM NEW YORK.

**THE Steamship**

"CITY OF CORINTH"

having arrived, Consignees of Cargo by her are  
informed that all Goods are being landed at their  
risk into the hazardous and/or extra-hazardous  
Godowns of Holt's Wharf, whence delivery  
may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after 8th June, 1923, will be  
subject to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before 15th  
June, 1923, or they will not be recognized.  
All broken, chafed and damaged Goods  
are to be left in the Godown, where they will  
be examined in the presence of  
Consignees by Messrs. Goddard & Douglas  
on the 12th of June, 1923, at 10 A.M.

All Claims must reach us before 15th of  
June, or they will not be recognized.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
THE BANK LINE, LTD.,  
General Agents.

Hongkong, 4th June, 1923. [512]

**ON SALE**

**BOUND VOLUMES of the HONGKONG  
WEEKLY PRESS, July to December  
1922.**

With Index, Price \$7.50.

On sale at the Hongkong Daily Press

## INTIMATIONS

**HONGKONG TRAMWAYS, LIMITED.**  
**STEAM-DRIVEN ELECTRIC GENERAT-  
ING TRACTION PLANT FOR SALE.**

**THE** Undermentioned PLANT, installed at  
the Generating Station of the HONGKONG  
TRAMWAYS, LTD., Hongkong, is FOR SALE.—

Two Yates and Thom's horizontal cross  
compound Steam Engines, each of 428 horse  
power. Coupled direct to two 300 Kilowatt  
Direct Current "Dick Kerr" Generators. 570  
volts, Revolutions 100.

Two complete sets of Wheeler Surface  
Condensing Plants for above.

One Bell's vertical compound Engine,  
coupled direct to a 300 Kilowatt Direct Current  
"Dick Kerr" Generator. 550 volts, Revolutions  
250.

One complete set of Worthington Surface  
Condensing Plant for above.

One W. H. Allen Tandem compound Engine,  
coupled direct to a 20 Kilowatt Direct Current  
"Dick Kerr" Generator. 110 volts, Revolutions  
500, for depot lighting.

One "Dick Kerr" Motor Generator Set,  
Motor 350 volts, Generator 110 volts, 20  
Kilowatt, 300 Revolutions, for depot lighting.

One Remington two cylinder crude oil  
Engine, direct coupled to 15 Kilowatt Direct  
Current Chandrasekhar Generator. 125 volts, 400  
Revolutions.

Two Babcock and Wilcox Boilers each  
having approximately 3,500 sq. ft. of  
heating surface, fitted with Chain Grate  
Stokers, motor driven.

Two Weirs' Fuel Pumps complete with  
water strainers, &c.

One Green's Economiser, motor driven.  
All necessary piping, valves, etc., for above.

One 10 ton Hand Crane 40' 3" span between  
centres. Lift 98 feet. Two speeds of  
lifting, one for light and the other for heavy  
loads.

The plant is in First-class condition, and  
can be inspected at any time.  
Offers to purchase the Whole or Any Portion  
of the Plant should be addressed to:—

R. J. WILTON,  
Acting Secretary & General Manager.

890

**PARTICULARS**

**VALUABLE LEASEHOLD PROPERTY**

Situate

No. 13, WING HING STREET,  
VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee

**PUBLIC AUCTION:**

IN ONE LOT

On

THURSDAY,

14th DAY OF JUNE, 1923, at 3 o'clock P.M.

By

Messrs. LAMBERT BROTHERS

At Their Office, DUNDAS STREET.

**THE** Property consists of First ALL  
THAT piece or parcel of ground situate  
at Victoria in the Colony of Hongkong and  
registered in the Land Office as SECTION  
A of INLAND LOT No. 2168 together with  
the messuages erections or buildings thereon  
now known as No. 13, Wing Hing Street and  
Secondly ALL THAT strip of land at the rear  
of the said Section A of Inland Lot No. 2168  
being a scavenging lane. All of which pre-  
mises are held for the residue of the term of  
75 years from the 15th day of May, 1916,  
created by the Crown Lease thereof together  
with the valuable machinery now situate in  
or upon the said premises at 1 at No. 1  
Gordon Street.

Particulars and Conditions of sale may be  
obtained from

Messrs. HASTINGS & HASTINGS

Solicitors,

8, Des Voeux Road Central,

and

Messrs. LAMBERT BROTHERS

Auctioneers.

**TO LET**

**OFFICES** in UNION BUILDING—Four

Rooms on Fifth Floor.

Apply

UNION INSURANCE SOCIETY

OF CANTON, LTD.

**TO LET**

**SEVEN-ROOMED DETACHED HOUSE**

with Tennis Lawn and Garage for Two

Cars.

Apply to

PERCY SMITH, SETH & FLEMING.

**OFFICE WANTED.**

**ONE LARGE ROOM or TWO SMALLER**

ROOMS, preferably on Ground or

First Floor, in Centre of City, Required, as

Offices about June.

Write "Z." Daily Press.

**PREPAID "WANTED"**

**ADVERTISEMENTS**

Letters are lying at this Office for

Boxes—X.E., X.L., X.N.

**BURGLAR ALARMS**, \$3 each. RANBY

& Co., 10, Beaconsfield Arcade. 89

**TO LET**—EUROPEAN FLATS in Lee

Building, Waichai Gap Road. Apply

to 32, Kennedy Road. [58]

**FOR SALE**—One PATENT FLOOR

SANDPAPER MACHINE, complete

with 2 H.P. Motor and Starter. Dynamo and

Engine complete. Apply to HUMPHREYS

ESTATE & FINANCE CO., LTD. [51]

**WANTED**—One or Two Good CHINESE

ARCHITECTURAL DRAFTSMEN.

Applicant to forward Samples of

Drafting and applications by Letter only to

the HONGKONG REALTY and TRUST CO., LTD.,

Powell's Building, Des Voeux Road Central. [78]

## INTIMATION

**DEWAR'S**

"WHITE LABEL"

**FINEST**

**SCOTCH WHISKY**

**OF GREAT AGE.**

**Awarded 50 Gold and  
Prize Medals.**

FROM

**Messrs. JOHN DEWAR  
& SONS, LTD.**

**PERTH, SCOTLAND.**

**By Royal Appointment to  
His Majesty the King.**

**SOLE AGENTS:**

**A. S. WATSON &  
CO., LTD.,**

**Wine and Spirit Merchants.**

TELEPHONE No. C. 616.

## BIRTHS.

McKAY—At Shanghai, on May 20th, to

Mr. and Mrs. S. H. McKAY, a

daughter.

NOEL DAVIS—At Shanghai, on May 20th,

to Mr. and Mrs. Noel Davis, a son.

## ACKNOWLEDGMENT.

J. E. GOMES, sisters, brothers-in-law

and nephews desire to thank their

relatives and friends for the kind

expression of sympathy and beautiful

floral tributes received in their recent

sad bereavement, and also those who

so kindly attended the funeral. [191]

Hongkong Office: 19A, Des Voeux Rd., C.

London Office: 131, Fleet Street, E.C.

**The Daily Press.**

HONGKONG, JUNE 6th, 1923.

## DERBY DAY.

CABLES have been reminding us during the  
past few days that to-day is "Derby  
Day." Given fine weather, Epsom Downs,  
and all roads leading to this famous  
race course, will afford a sight which can  
hardly be paralleled anywhere in the  
world. Yet how few who go to Epsom to  
witness—if they can—the race for "the blue  
ribbon of the Turf," and how very few  
of the thousands throughout the Empire  
who are keenly interested in the event  
have ever had the curiosity to inquire  
why the "Derby" should be "run in  
Surrey, instead of at Derby, or how it  
came to bear the name. In Hongkong  
and in Shanghai we also have our  
"Derbys," and perhaps a few notes on  
the origin of the race may not be  
without interest to many local sports-  
men and others. Most people know  
that the great race is run at Epsom.  
Long ago, Epsom was a fashion-  
able resort. It is said that distinguished  
people came to drink the waters there,  
and there came a time when the place  
would not contain all the visitors, so that  
many were obliged to seek accommodation  
in neighbouring villages. The local his-  
torian tells us that "Taverns, at that  
time reputed to be largest in England,

were opened; sedan chairs and numbered  
coaches attended; there was a public  
breakfast with dancing and music, every  
morning at the wells. There was also a  
ring, as in Hyde Park; and on the down-  
races were held daily at noon; with  
endgelling and wrestling matches, etc.,  
in the afternoon. The evenings were  
usually spent in private parties, a semi-  
public or cards; and, we may add, that  
neither Bath nor Tunbridge ever boasted  
of more noble visitors than Epsom, or  
exceeded it in splendour, at the time we  
are describing." Lord ROSEBURY, how-  
ever, himself a resident of Epsom of long  
standing, and evidently a student of the  
history of the place, has supplied  
very good reasons for doubting whether  
Epsom was ever fashionable in the sense in  
which the epithet is applied to Tunbridge  
Wells or Bath. It was probably, he says,  
the haunt of the middle classes rather  
than of noble visitors. But the vogue of  
Bath, and of sea-bathing, gave Epsom a  
final death-stroke as a health resort, and  
in the words of one local historian  
"Epsom became (as it now remains) a  
popular, wealthy and respectable village,  
without retaining any of its former  
and vicious sources of amusement." Yet  
we must go back to its gay times of the  
eighteenth century for the origin of  
"Derby Day." This is how Lord ROSEBURY  
has traced its history: "Though the waters  
failed us, a miracle yet remained to be  
wrought on behalf of Epsom. In the  
last quarter of the eighteenth century a  
regimentary party at a neighbouring  
country-house founded two races, in two  
successive years, one for three-year-olds  
and fillies, the other for three-year-  
old fillies, and named them gratefully  
after their host and his house—the Derby  
and the Oaks. Seldom has a carouse had  
a more permanent effect. Up to that time  
Epsom had enjoyed little more than the  
ordinary races of a market town. That  
great Eclipse, himself, had run there in  
some obscurity. But now horses, some of  
them unworthy to draw him in a post-  
chaise, were to earn immortality by  
winning on Epsom Downs before thou-  
sands of spectators. Parliament was to  
adjourn during the ensuing century, not  
without debate, to watch the struggle.  
Ministers, and ex-Ministers would ride or  
drive down to the famous race, and in  
white hats with blue veils would discuss  
the prospects of their favourites. . . . In  
the midst of the Crimean War the result  
of the Derby was to be recorded in  
General Orders. Crowds would assemble  
in London, and from London to Epsom,  
to watch the still greater crowds return-  
ing from the contest." For a week Epsom  
would be a scene of racing. During that  
period the eyes of the sporting section of  
the civilised world would be turned on  
the little Surrey town. Many, indeed,  
who were in no respect sporting, became  
sporting for the occasion." These obser-  
vations were written by



## CABLES.

LATEST CABLES.

[REUTERS' NEWS SERVICE.]

## REPARATIONS CONTROVERSY.

FRESH DEVELOPMENTS.

EXPECTED.

LONDON, June 4th.

Fresh developments in the reparations controversy appear imminent as a result of the meeting of Premier Poincaré and M. Thoms at Brussels tomorrow, to discuss the Ruhr situation generally, and also the new Belgian proposals for a settlement. Almost simultaneously a new German Note is expected, which it is anticipated, will be more in the nature of an explanatory memorandum regarding former proposals, which will be backed, however, by the Reich's private and public resources.

## GERMANY'S NEW OFFER DRAFTED.

BRUSSELS, June 4th.

The new reparations Note has been finally drafted, and will probably be handed to the Allies on Thursday. Herr Cuno yesterday received the party leaders and informed them regarding the main features. Strict secrecy has been maintained in regard to the text of the Note, but it is safe to say that it does not mention any definite sum, which matter will be left to the decision of the committee of International Experts, on which Germany will be represented. The financial proposals have been based on annual payments, and the offer of guarantees will be more detailed than previously.

## PROHIBITION ON SHIPS.

ACTION BY NORTH ATLANTIC STEAMSHIP COMPANIES.

LONDON, June 4th.

Advises from Liverpool state that the North Atlantic steamship companies have practically decided that outgoing liner will carry only sufficient liquor to last on the outward voyage. They will thus be dry on the home run.

It is confidently believed that a way will be found of circumventing the United States dry law.

## U.S. MERCHANT MARINE.

AMERICAN FLAG ON ALL TRADE ROUTES.

WASHINGTON, June 4th.

The United States Shipping Board has decided to operate sufficient vessels to keep the American flag on all trade routes. A committee has been appointed to draw up administrative plans and to form companies for this purpose. The companies are to be controlled by the Shipping Board.

## INTERNATIONAL MERCHANT MARINE.

NEW YORK, June 4th.

The annual statement of the International Mercantile Marine shows a deficit of \$1,270,000 after allowing for depreciation and the payment of bond interest. The President attributes the falling off to the effect of the Immigration Laws, among other factors, and also to the competition of Government-owned steamers, resulting in unprofitable freight rates. Depressed conditions since Jan. 1st had led to the recommendation to pass the dividend on Preferreds.

## LATE GEORGE J. GOULD'S WILL.

NEW YORK, June 4th.

The principal beneficiary under the late Mr. George J. Gould's will is his second wife, who, prior to her marriage was Miss Guinevere Sinclair, an English actress, for whom a \$4,000,000 trust fund has been created with succession to her two children. The trust fund inherited from the father, the late Mr. Jay Gould, was divided among the seven children by the previous marriage. The residuary estate is divided between all nine.

## MIDDLEWEIGHT BOXING CONTEST.

LONDON, June 4th.

At the Holland Park Hall, in the twenty rounds middleweight contest, the British champion, Roland Todd, outpointed Angie Baker (America).

## EARLIER CABLES.

## BAVARIAN TREASON PLOT.

ALLEGED CONNIVANCE OF FRANCE.

MUNICH, June 4th.

A remarkable high treason trial has begun. Professor George Fuchs, the journalist and art critic, and others, are charged with plotting forcibly to separate Bavaria from the Reich and overthrow the Bavarian constitution and seek a rapprochement with France and Czechoslovakia. One of the accused, a bandmaster named Machhaus, hanged himself in prison last night. Another, Kules, shot himself when arrested last March.

It is alleged that the accused negotiated with the French Colonel Richert, a former coal commissioner in the Saar, who it is alleged placed seventy milliard marks at the disposal of the conspirators for equipment and upkeep of military organisations. The German story further suggests that the French contemplated the occupation of certain Bavarian territory, while Czechoslovakian troops were to be ready on the Saxon frontier. The conspiracy was ultimately disclosed to the Bavarian Government, and the leaders arrested. Evidence is being given to the effect that Fuchs conferred with certain Bavarian commanders with a view to the co-operation of the Bavarian Reichswehr with the Nationalist organisations.

## LAUSANNE PROSPECTS.

A MUCH BRIGHTER OUTLOOK.

LONDON, June 4th.

A Lausanne message states that the situation is favourable, and practically the only obstacle to a settlement is now the question of whether the Ottoman debt should be paid in gold francs or in sterling, the difference involving about one and three-quarter million sterling. Once this is settled, it is thought a final agreement will not be long delayed.

LAUSANNE, June 4th.

The Political Committee has finally disposed of a number of questions, including Thälweger and Moritz, which are conceded to the Turks and thus the frontier of West Thrace, while Castellorizo is ceded to Italy. Ismet Pasha, remarking that Turkey was making one more sacrifice in the interest of peace by the Convention establishing foreigners' regime in Turkey for seven years, agreed also to the scheme for a judicial regime for foreigners, which will be valid for five years.

## BRITISH INDIANS IN U.S.

NO LONGER ENTITLED TO ACQUIRE LAND.

LONDON, June 4th.

In the House of Commons, questioned with regard to the recent decision of the United States Supreme Court depriving British Indians from becoming American citizens, Earl Winterton said he understood that in some States of the United States, British Indians would no longer be entitled to acquire ownership or leases of land. The India Office had received no complaints directly, but His Majesty's representatives in the United States had brought the matter to the notice of the Foreign Office. The precise effect of the decision, particularly with regard to Indians who had already acquired rights in land, was still being considered.

## BRITISH STEAMER SINKING

OFF COAST OF WESTERN AUSTRALIA.

MELBOURNE, June 4th.

The steamship *Trevonia* has wireless that she is sinking rapidly in the Indian Ocean, twelve hundred miles from the coast of Western Australia. The crew of thirty-seven are taking to the boats.

[The *s.s. Trevonia* according to Lloyd's Register, is a steel screw vessel of 3,669 gross tonnage, built in 1899 by J. Readhead and Sons, South Shields, and owned by the Hain Steamship Co., Ltd. Her port of registry is St. Ives.]

## KING OF BOOTLEGGERS.

STEAMER SOLD IN GLASGOW.

LONDON, June 4th.

The steamer which returned to Glasgow, mentioned in yesterday's cables as having been sold at a profit of £125,000, had three hundred thousand bottles of whisky for America. It was known as the king of bootleggers, and was fitted with the first of a fleet of Scottish smugglers which departed for America six months ago.

## DERBY BETTING AND PROBABLES.

TOWN GUARD STILL FAVOURITE.

LONDON, June 4th.

The Derby betting is 11-1 Town Guard, 7-1 Papyrus, 8-1 Pharo, 17-2 Ellangowan, 19-2 Legality, 13-1 My Lord, 10-6 Knocknello, 25-1 Parth, 25-1 Roger de Bush and Twelve Pointer, 33-1 Saltash, 25-1 Bold and Bud and Dore.

Derby probabilities are: Saltash (Frank Bullock), Bold and Bud (J. Brennan), Top Boot (F. Fox), Add Scalliger, Canova, and Hurry Off (T. Burns).

## DAVIS CUP.

IRELAND DEFEATS INDIA.

DUBLIN, June 4th.

In the Davis Cup first round, Ireland beat India by three matches to two.

## FAR EASTERN CABLE NEWS.

[BY COURTESY OF "THE DAILY BULLETIN."]

## THE AFFRAY AT CHANGSHA.

INTENSE HOSTILITY TOWARDS JAPANESE.

PEKING, June 4th.

Advises from Changsha give details of the anti-Japanese attack on the 1st inst.

When the *Burgu Maru*, belonging to the Sino-Japanese Steamship Company, entered the port, an immense crowd assembled at the wharf and demonstrated in a hostile manner.

The Japanese Consulate, learning of the occurrence, despatched several of the Consular staff to the wharf, at the same time appealing to the gunboat *Fushimi* for marines, with a view to maintaining communications between the Consulate and the steamer, as the telephone could not be relied upon.

The Japanese were surrounded, and were being beaten, kicked and spat upon.

This situation was reported to the Japanese Consulate, which again appealed to the *Fushimi*, which landed a small party.

The latter were surrounded and stoned.

In order to clear a passage, the blue-jackets fired a round of blank cartridges, and this evidently led the crowd to believe that the blue-jackets were without ammunition, and they attempted to disarm the sailors, who thereupon fired, killing two and wounding five or six. The blue-jackets then returned to the *Fushimi*, leaving the marines to maintain a line of communications.

The latest telegrams indicate that the Chinese hostility is so intense that the Japanese women and children will probably be obliged to leave Changsha.

## CHANG TSO LIN'S AIR FORCE.

PURCHASING AGENT IN MANILA.

MANILA, June 4th.

The *Manila Times* reports that General Chang is now in Manila negotiating for the purchase, on behalf of General Chang Tso Lin, of five Curtiss aeroplanes formerly used by the Philippines Air Service.

Owing to the embargo on war materials to China, Governor-General Wood has cabled to Washington requesting a ruling. Negotiations are also pending regarding army fliers, who might be willing to serve under the Chinese.

## MILLIONAIRE SUICIDES.

BANKERS AND WEALTHY WOMEN SEEK DEATH.

Seventy-nine millionaires, forty-six wealthy women, and eighty-eight bankers were among the 130,000 persons who committed suicide in the United States in 1932. It is reported by the *Savoca-Life League*. One-third of the world-weary were women; the oldest was a great-grandmother 100 years old, and the youngest a child of five.

There were thirty-eight college students, fifty college professors and school teachers, nineteen preachers and religious leaders, fifty-two judges and lawyers, eighty-four physicians, 190 presidents and heads of large business concerns, and a number of bank presidents, one of whom tried ten times to die before succeeding.

TRIVIAL REASONS.

A girl took her life because she became depressed after bobbing her hair, a man because he was forced to cease playing golf, a woman killed herself after missing two trains, a man because he feared the end of the world was at hand, another man because of a dispute over a cat. A designer was driven to suicide trying to guess the coming spring styles for women. One man recently ended his life rather than face another cold winter. A young man killed himself because he was taking poison, just to get a new thrill.

Child suicide is on the increase. There were over 500 last year, the average age being sixteen. Most girls use poison, the boys a gun. Child marriage was a fruitful cause. Inability to procure alcoholic drinks or drugs caused many adult suicides. More than 1,000 shell-shocked or disabled ex-soldiers have taken their own lives.

## SPANISH ASSASSINATION.

ARCHBISHOP AND FRIEND SHOT IN MOTOR CAR.

SARAGOSA, June 4th.

The Archbishop of Saragosa and one of his friends have been shot and killed. The Archbishop was in a motor-car. Three unknown men fired, killing him instantly and seriously wounding his friend.

## PARTICULARS OF THE OUTRAGE.

PARIS, June 4th.

Advises from Saragosa state that the Archbishop who was shot, was Cardinal Soldevila. It appears that he was outside his own house, near the Convent of Caballanca, when some young men who were standing near the door fired ten revolver shots at pointblank range. One bullet lodged in Cardinal Soldevila's heart.

## COMPANY MEETING.

YANGTZE INSURANCE ASSOCIATION, LIMITED.

The thirty-third ordinary general meeting of the Yangtze Insurance Association, Ltd., was held at the Yangtze Insurance Building, at Shanghai, last week. Mr. John Prenties presided, supported by Messrs. H. E. Arnould, A. Howard, C. J. Scott (directors), C. M. G. Burnie (general manager) and other shareholders, 37,182 shares being represented.

The Chairman said:—Our working account for 1932 and former years shows a balance at credit of \$2,408,636.14. We do not think the time has yet arrived to consider the transfer of any portion of this balance to our reserve fund, and we propose to carry the whole amount forward. As regards the working account for 1932, net premium are shown as \$1,468,025.55, being an increase of about \$900,000 over our net premium income in 1931. Interests dividends, rents, at \$224,825.31, show a decrease of about \$68,000. This is accounted for by the exclusion from the account of interest on mortgages which we have failed to collect, and, as regards the greater portion, do not expect to collect. I shall be referring to these mortgages later on when dealing with the balance sheet.

Claims paid amount to \$2,320,000.26, representing a percentage of nearly 40 per cent. on the premium income of the account, including the fire reserve brought forward from the previous year. Although this percentage is slightly better than that for the 1931 account, it is, nevertheless, very high for a first year's settlement. Agency commissions show an increase of \$235,000, due to the continued extension of our fire business. Cargoes are very slightly less than last year. Your directors recommend that a dividend of 20 per cent. be paid out of the balance of this account, and, if you adopt this proposal, there will be a balance of \$1,921,906.17 to carry forward.

Turning to the balance sheet, you will notice that paid-up capital stands at \$1,500,000, as compared with \$1,480,500 shown in our balance sheet last year.

This difference is represented by the par value of 1,150 shares issued during 1932, 500 shares being exchanged for an equal number of shares of the Far Eastern Insurance Co., Ltd., and 650 shares being disposed of in the open market, in order to bring our paid-up capital to a convenient round figure. The premium on these shares, being inconsiderable, does not appear separately in the balance sheet, but has been included in investment and exchange fluctuation account. This account stands at \$900,000, as compared with \$544,000 last year, after providing for the allocation to sterling re-insurance fund. We have written off to the debit of this account a considerable sum owing to us by the City Equitable Fire Insurance Co., Ltd. This company, as you will doubtless remember, was declared bankrupt early in 1932 and it was subsequently found that they had been fraudulent misappropriation of the company's funds by the chairman of directors. The City Equitable was one of the most prominent re-insurance companies in London and a number of the leading companies were, like ourselves, creditors of the company. There is little prospect of recovering more than a fraction of the amount owing to us. Our gold assets are, as usual, set out in detail. A list of our silver investments in debentures and shares is on the table for the inspection of any shareholders desirous of seeing it.

Earlier in my speech, I referred to the exclusion from our 1932 working account of interest upon certain mortgages which we had been unable to collect and did not expect to collect. These mortgages were accepted by us upon several steamers at a time when tonnage values were very high and the margin of security upon our advances was ample. The slump, however, in shipping came very rapidly and we found it impossible to sell the vessels pledged to us at figures to cover our loans. Adequate provision has been made for the depreciation in the value of these mortgages and if there is any recovery in tonnage values we should be able to recover a substantial portion of our loss. Investments are shown at their market values as at December 31st and our gold investments and funds have been converted into silver at the rates of exchange current on December 31st, 1932. The conditions prevailing in all classes of insurance transacted by us are still such that it is essential to conserve our resources. Although a number of insurance companies have withdrawn from the business during the past year, there is still keen competition, with the result that in many directions rates remain at an unprofitable level.

Your directors have much pleasure in recommending the payment of a bonus to the staff in recognition of their services during the past year, and I feel sure that this proposal will meet with your approval. Before proposing the adoption of the report and accounts, I shall be glad to answer any questions which are asked, to the best of my ability.

(Continued at foot of next column.)

## SINGAPORE AS A NAVAL BASE.

VIEW OF NAVAL EXPERTS.

The *Weekly Dispatch* canvass of prominent Naval officers' views on the Singapore base reveals divergence of opinion.

Rear-Admiral Sir Guy Gaunt says:—Either we are going to keep control over our Eastern possessions, and on our compatriots in time of need, or are going to shut ourselves up in England and leave the rest to chance and the good nature of possible enemies. Singapore is an ideal strategic centre. War eventually will take place in the air, but in the meanwhile the Empire must be defended by the sea. The increased cost of the units and the fact that the vessels will soon be obsolete, preclude Australia's present population from maintaining a fleet. She must be protected. The base is essential, therefore.

Admiral Sir Edmund Slade says:—The advent of new naval Powers in the East renders it imperative to have a strong force in the East, and the base at Hongkong is not enough. Singapore is an ideal and dominating point.

Vice-Admiral Cuthbert Hunter remarks:—We must remember that Australia is under-populated. Japan will be menace to her in later years, and we might want Singapore badly as a base, which one day would be a base for big ships as well as a flotilla of aircraft.

Rear-Admiral Armstrong says:—If the base is not a necessity in 10 or 20 years' time, it can easily be convertible into splendid merchant docks.

Contrary views were also taken. Admiral Sir Percy Scott declares that the country cannot afford the money, and describes as nonsense and both Colonel Amery's statements for the defence of Australia in case Japan was not remaining at peace with us. Sir Percy Scott considers that by using a defence consisting of aeroplanes, submarines, mines and destroyers, Australia will be thoroughly able to protect herself. She does not want the trouble of taking care of some of our useless battle-ships. When Japan is properly defended by modern weapons, we cannot make war upon her.

Vice-Admiral Mark Kerr advocates the establishment of a flotilla and air base among the islands. No big ship, he says, is able to live in that part of the world, and a capital base is a sheer waste of money.

Rear-Admiral Sir Cecil Lambert says:—There is no justification for a base for capital ships, the Admiralty has never disproved their value ability to submarines.

## CHINA'S CONSTITUTION CONFERENCE.

THE EFFECT OF A BONUS.

A Peking News Agency on May 29th sent out the following:—

For the first time since the reconvening of Parliament last summer, the Constitution Conference held this afternoon was attended by more than seven hundred members, the number exceeding the legal quorum by over two hundred. A bonus of twenty dollars was offered to every member who presents himself at each session of the Constitution Conference, in accordance with the modified rules governing the proceedings. Before there was any discussion each member was given a ticket to be exchanged at the close of the session for twenty dollars. The amendment to article 2 of the Local System and the provincial constitution were discussed and debated upon.

## FIJI CONSTITUTIONAL DISPUTE.

At a meeting of colonists of Fiji at Suva on April 27th at which the Mayor presided, a resolution was passed in support of the protest of the elected members of the Legislature against the recent unconstitutional action of the Secretary of State for the Colonies. A Committee of Constitutional Rights was appointed. If a reply is not received soon, the elected members may resign.

The Secretary for the Colonies agreed that the export duty of 21 per cent on sugar should be refunded to the Colonial Sugar Refining Company. After negotiation the company waived its claim for a refund provided that the duty was removed, and the Legislature passed the necessary Bill. The elected members, however, protested that the Secretary of State had no right to promise to reimburse the company without consulting the Legislative Council; they asked for an undertaking that such a thing would not occur again, as it rendered the work of the Council useless, and have refused to carry on the government of the Colony till the assurance is received.—*Times*.

No questions were asked. The report of the directors and statements of accounts for the 12 months ended December 31st, 1932, as presented, was accepted and passed.

The following resolution was also passed:—

"That a dividend at the rate of 20 per cent. (equal to 95 per share) on the paid-up capital of the Association be declared, payable in cash, at exchange 75, on and after 30th, 1933, at the Chartered Bank of India, Australia and China, or the Hongkong and Shanghai Banking Corporation, Shanghai, to shareholders on record on May 15th, 1933.

Messrs. John Prenties and A. Howard were re-elected directors.

The Board was directed and authorized to pay to the general manager and staff of the Association a bonus on their salaries for last year not exceeding 20 per cent. thereof, either wholly or partly in cash, or to the provident fund, at the discretion of the Board.

## SOVIET AND THE CHURCH.

"NO IDEALS OF GOOD."

In the Upper House of Convocation on May 1st, the Archbishop of Canterbury presided. In a statement on the European situation, his Grace said the position of the Anglican community was different now from what it used to be in the eyes of the world, and the meeting of Convocation gave an occasion to say something of the responsibility that that fact involved. Referring to the recognition by the Patriarchates of Constantinople and Jerusalem of the validity of the Anglican orders, his Grace said no other Patriarchate had made any communication to him on the matter, and he believed no voice had been raised against what was done at Constantinople. He had been requested to ask the other Patriarchates what reply they were prepared to give, but he considered it would be unwise to do that. We knew that we stood in an impregnable position, and to ask that it should be recognised would not be a good idea. He had done all he could in connection with the Lausanne Conference to secure that the Patriarchate in Constantinople, under changed conditions, should be retained as before. He thought there was no reason to be apprehensive.

The Bishop of Chelmsford moved a resolution that the House give its support to any wise action which might be taken to secure liberty and quietness for all religious communities either in Russia or elsewhere, and expressing deep sympathy with struggling fellow-Christians in Russia. The offerings of the clergy in Russia, said his lordship, revealed the worst days in the history of religious persecution. Christians in this country could not imagine the condition of Russia. One of its most appalling features was the attitude of young men and women on the threshold of life, who had no ideals of good or purity, or of anything associated with Christian life. Freedom of religious thought was essential for progress in the moral and spiritual forces of the world. There was a great deal of confusing Socialism and the ideals of the Labour party in England with what was going on in Russia to-day. The report on the Socialist Sunday-schools in England showed that there was a decrease in the attendance from that of last year. The best way to deal with that question was not suppression by law, but rather to strengthen the Christian Sunday-school system.

The Bishop of London said that he agreed that it was an outrage to name in the same breath the men who were persecuting the Church in Russia and Labour leaders like Mr. Ramsay MacDonald and Mr. Philip Snowden.

The Archbishop of Canterbury pointed out that it probably could not be denied that Archbishop Gennadiy and Mr. Bokk were liable to the accusation of having broken the Soviet law, but that law was against all conception of Christian justice. It had been his painful duty to study the profusion of revolting and obscene books mocking at the Christian faith which were part of the Soviet campaign against religion. The resolution of protest was adopted.

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# BAROGRAPHS

(SELF RECORDING BAROMETERS).

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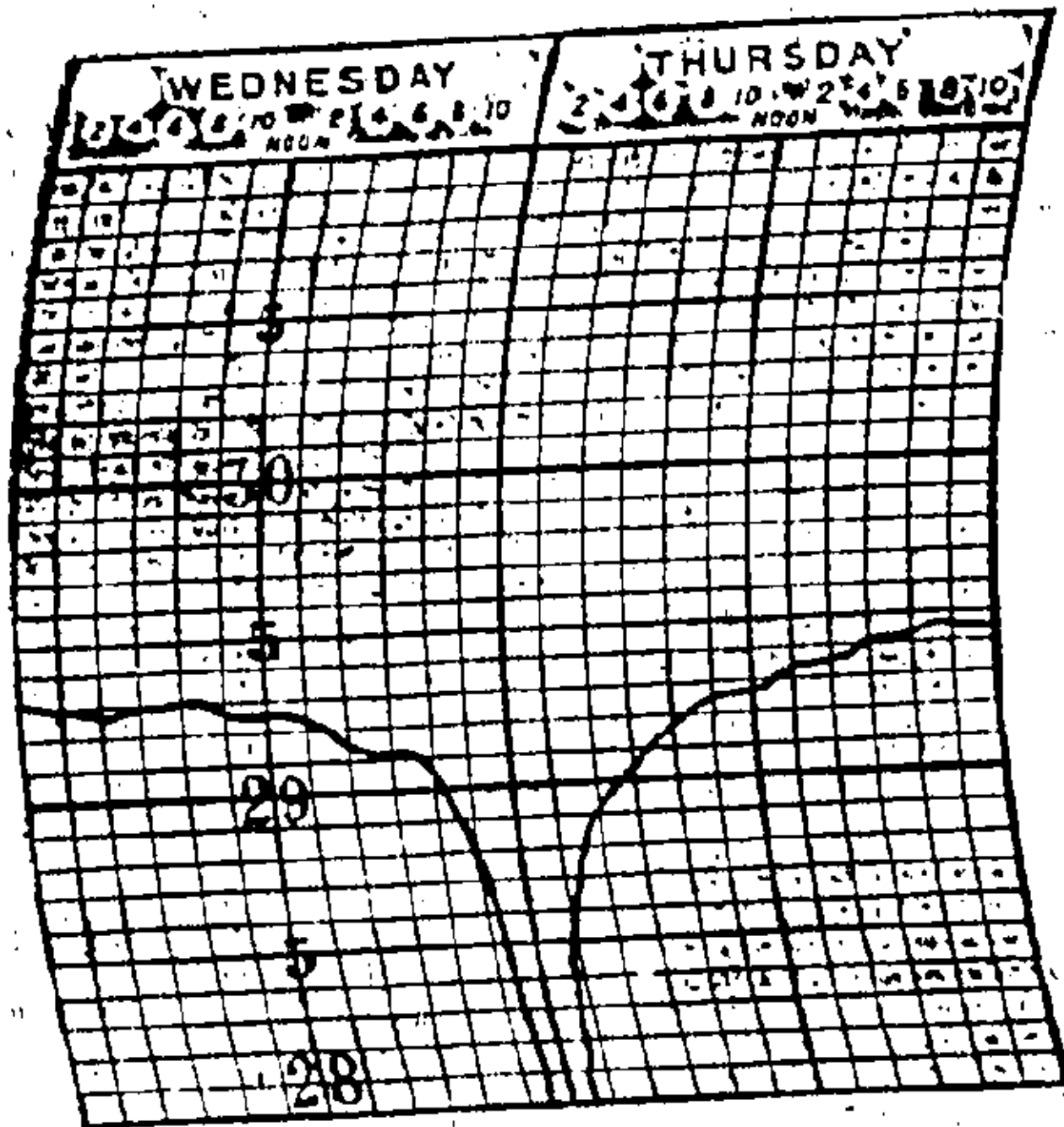


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## PARIS FASHION NOTES.

(FROM OUR SPECIAL CORRESPONDENT.)

Paris, April 30th.

The three-piece frock is almost making it necessary for the house-makers to join the rank and file of the unemployed. There are still tailored suits made so that it is necessary to wear a blouse with them, but the great majority are made with a skirt that has a top in a light material attached, which does duty for a blouse and yet allows this skirt-blouse garment to be changed as a dress and worn separately from the coat, if required.

When blouses are provided with tailor-made, they are usually in the form of long, stately tunics, and made generally of a thick, quality *crêpe de Chine*, sometimes plain, sometimes printed. The lines are quite straight and plain, and a baton-shaped neck, or one which fastens as a high collar round the throat, is added. The sleeves are quite short—many of them being no more than bands which merely finish off the armhole and cup the top part of the arm. These tunic blouses, for all their simplicity of line, are most becoming and make exceedingly good blouses. Sometimes, those which are finished off with a high collar will be finished with a bow and ends.

When printed *crêpe de Chine* is chosen, or *crêpe Georgette*, or some other fancy material, the style chosen is more elaborate, but only in the matter of detail; the long, straight lines and simplicity of cut remain untouched. With *crêpe Georgette* blouses, long sleeves are invariably added.

The waistcoat blouse is still being worn, and is likely to be worn as long as loose jackets to a tailored suit continue to be fashionable, as something essentially decorative is needed to fill in the space when such a jacket is open. Blouses of this type are made of brocade, leather, suede and clothy silk, as well as of every type of elaborately-embroidered material.

For women who can afford such luxuries, there is nothing quite so smart as the sets of bag and hat, or of bag and scarf, which match. There is one designer in Paris who specialises in sets of this description, and she creates some which are perfect works of art, so finished and original are they in every detail of design and workmanship.

One of these shows a suede tunic suitable for a young girl, which has an upturned brim on which are arranged strips of the suede narrowly fringed and laid on in pairs; the bag of the sack type, looks something like the new fancy style of knickers, and this, like the knickers in question, is set into a shaped band at the top.

Another shows a Russian diadem toque of almond green embroidered with fine silver thread, and a flat envelope-shaped bag, carried out in the same material, and trimmed. Another shows a blatted ribbon hat in two shades of chestnut brown, the ribbon being arranged in zig-zag stripes all over the crown as well as the median-shaped brim; this has a sack bag to match made of ribbon in the same way, and with a tortoise-shell mount finished with ribbon bands to sling over the arm.

There are other sets, more elaborate, which show hat, bag, scarf and umbrella to match. In these, straw and wool embroidery are popular as mediums of decoration, suitable so closely worked on that it looks at a distance like astrakhan; another popular method of trimming; tiny shells, too, have their place, likewise we see rings that make the garment look, when finished, like a light-weight coat of mail. Applique in velvet, cloth or leather is used a great deal on the hat, bag and scarf of these sets, the same design being repeated on the umbrella in the form of carving; needles, too, add the silk covering of the umbrella matches exactly in tone the shade chosen for the hat, bag and scarf of which it completes the set.

Some of the new Spring materials which have come to Paris by way of Cochin-China are very amusing. They are gaily and you see them with a plain material acting as a foil, but with this to show their bright tints and weird designs into relief, they look ever so charming and original.

The way they are constructed is by applying cloth in varied colours and cut out in a series of different patterns on to a dark background of blue, green or brown; the material which is cut out is something like soutache braid, and the design which it serves to pick out on the plain background looks very much like Arabic writing—despite the far-away oriental origin of the material.

As a whole dress or coat, such a material would look rather too remarkable for a woman of good taste to wear; but, mixed with a plain material, either as panels to a skirt or in the form of a sleeveless tunic destined to be worn with a plain cloth material, it looks wonderfully smart.

Another attractive Cochin-China material, known as "Angkor", is of very fine wool, something like cachemire to look at; this is generally used in its natural colour, that is, a deep cream shade; large patterns are woven into it in the form of borders and bands running through it so that they can be arranged in such a way as to constitute the entire trimming of the dress or coat, if necessary; shawls are also made of it and used as all shawls are being used nowadays, as a draping to shoulders or hips. This material is bound to be very popular during the Spring, as it is not only soft and easy to handle, but it also possesses the dual qualities of being, at the same time, rich-looking and discreet.

Collars are, if anything, lower than ever, and in cut they are inclined to be round or boat-shaped rather than square. The fichu collar has passed so becoming that it has been generally adopted. A great many fingerie collars are being worn, on silk as well as on plain cloth frocks; very often a collar of this kind, with perhaps cuffs to match, will be the only trimming used to brighten up a dress, which otherwise is devoid of trimming or fin of any kind. Quite one of the latest fads is the umbrella-handle and the walking-stick covered with the same material as one's hat, is made of. Paris is crazy over this quaint idea, and most women are going about with the most charming of novelties in the way of umbrella-handles that recall the material and trimming of their hats.

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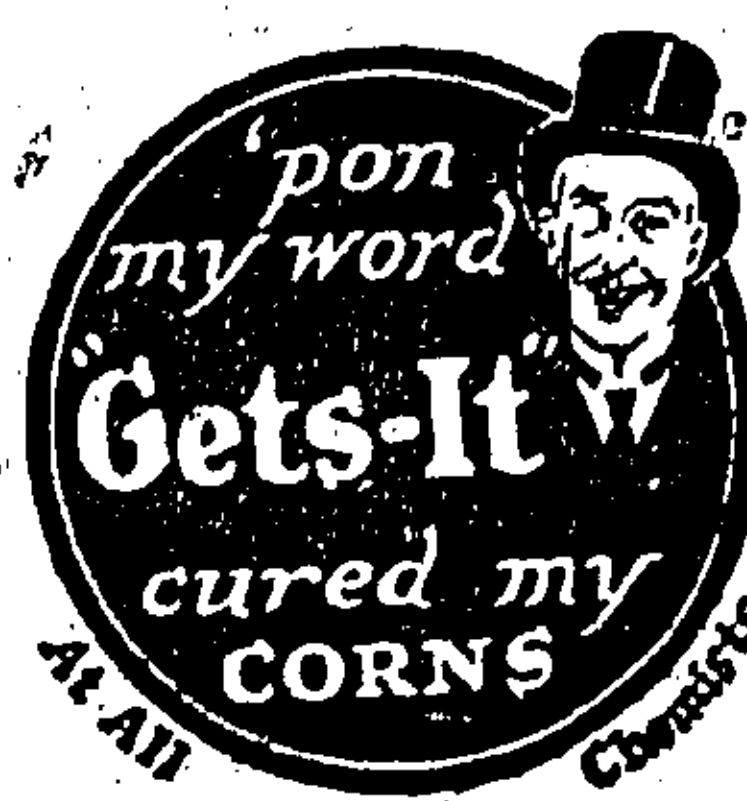
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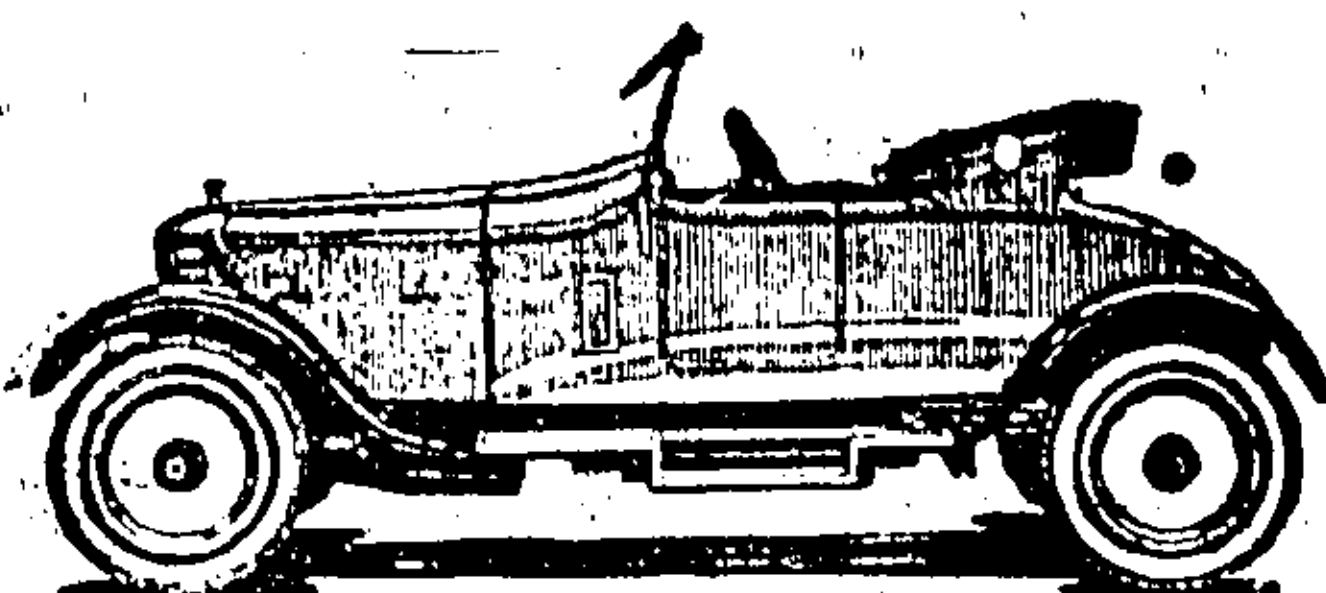
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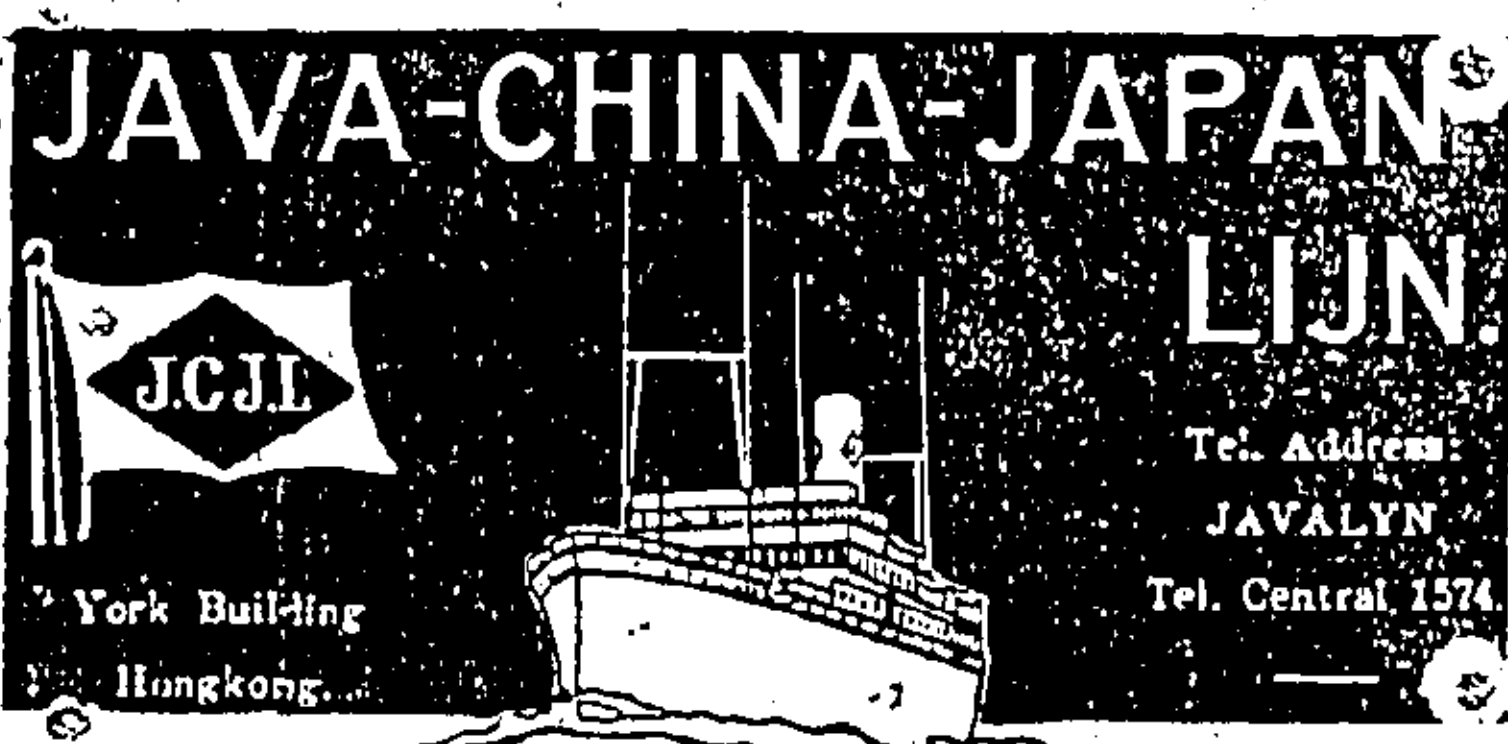


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[112]

## THE REBUILDING OF EUROPE.

SIR R. HORNES HOPEFUL FORECAST

Sir Robert Hornes delivered his Rectorial address at Aberdeen University on April 20th. He said that the problems confronting this generation were much greater than those which hitherto had faced the people of the world at any period of history. The difficulties in which the world found itself today had, of course, been occasioned by the convulsion of war. Taking things in their narrower aspect, it was curious to observe how completely the conditions which arose after our war repeated those that followed the consequences of another. In this case at least, the war was wrong who said that "history does not repeat itself," for it only repeats itself when it is only history. They would find certain similar effects recorded again and again. But no war of the past, not even the Napoleonic wars, great and earth-shaking as they were, suffered complete parallel to the situation from which we were suffering now.

EMPIRES IN RUINS.  
What was the aspect of the world with which we were confronted? First, traces of the earth which once were prosperous and thriving were today derelict. Empires which wielded sway over vast regions and mighty peoples were plunged in ruin; the wealth-producing capacity of a considerable part of Europe was shattered. All efforts which hitherto had been made for reconstruction and renovation had been vain. Not only so, war had not been dispensed with peace at all. More men were under arms in Europe than there were before the war. Bitter hostilities were still in progress, and the future was obscure and dark. One of the most startling features of Europe as it had been left by the war was the rupture of its solidarity. Before the war Europe, in relation to countries outside, was, in a certain sense, a unit. It had settled down to certain long established lines of frontier and to certain recognized conventions, and its trade and commerce flowed upon well defined lines. Now many of these arrangements were at an end. Great territories had been carved into numerous little States, and trade which at one time could be carried uninterruptedly through spacious regions was now impeded and obstructed at each of many newly constructed frontiers, with much loss and injury to everybody concerned.

The effect upon Great Britain of the conditions which he had described, stated us in the face. Our trade could only be carried on if we had customers. Our custom necessarily suffered from the fact that large numbers of those who were wont to purchase from us were not at this moment able to buy. In some cases their purchasing power had entirely disappeared; in others, transactions were rendered almost impossible by reason of the fact that the means of exchange was destroyed owing to the wild fluctuations in the currency of the countries with whom we dealt. There could be no real recovery in the trade which was essential to the prosperity of the country until events took place and courses were adopted which would create stability in the currency of the countries with which we did business. Some people urged us enthusiastically to the development of our Dominions and Colonies—and this advice was wise—but our Dominions also had derived considerable revenues in the past by selling their raw commodities to the Continent of Europe, and if that outlet for their trade ceased it was clear that they must have less money with which to purchase our manufactures. We came back, accordingly, to the original problem.

In the discomforts and distresses caused by these untoward conditions, and the disappointment created by the contrast between what they anticipated and what had actually happened, some people have rushed to the conclusion that there was some mysterious plot, hatched by Machiavellian minds, which was the cause of all these difficulties.

### EXCHANGES AND CO-OPERATION.

The problem left by the war would not be settled for yet a long time. The stabilization of exchanges and the difficult and complicated task, which depended in the first resort on a clear and resolute view on the part of all countries that expenditure could not with impunity be allowed to outrun the revenue. To re-establish the finances of many of the countries of Europe on a stable and solid foundation and to bring succour to their jealousies and peace to their communications would require all the skill and energy of statesmen; but they will in all countries, as well as financial help from those who could grant it. But he was confident that a way could and would be found as soon as the minds of men were attuned more to co-operation than to strife. And although our own difficulties and trials were great and burdensome, there was no reason to despair. Tribulations just as great had befallen our forefathers in 1816. They like many in our midst, looked for a new heaven and new earth as soon as the war, with its sorrows, was over. A vision of coming prosperity dazzled their eyes; the advent of a new epoch filled their hearts. But they, like us, were quickly brought back to the realization of the truth that war meant destruction and impoverishment, and great burdens to come. They found themselves faced with a debt which bore almost exactly the same proportion to our debt to-day as the income of the country in 1816 bore to the present income of Britain. But our forefathers were faced with worse troubles. Industry and agriculture failed to a greater degree than now; unemployment was even greater proportionately than to-day; poverty and hardship were widespread; distress was rampant throughout the land; 240 banks stopped payment; feelings were bitter; and riots and burnings were constant and persistent. Avowed attempts at revolution were begun. Yet the country not long afterwards embarked on a new era of development and prosperity.

Do not let us, therefore, adopt any despondent attitude. Where our progenitors sustained their courage so should we. For himself, he looked to the young men and women of the universities with hope and confidence. It was on the trained intelligence of the country that we must specially rely in times like these. He appealed to the students of that great University to take account of the necessity of a sound training upon these topics which ultimately affected the lives of all our citizens, and might possibly concern their liberties in the future. Nothing was of more moment to-day than the dissemination of knowledge as to the stable principles on  
(Continued on next column.)

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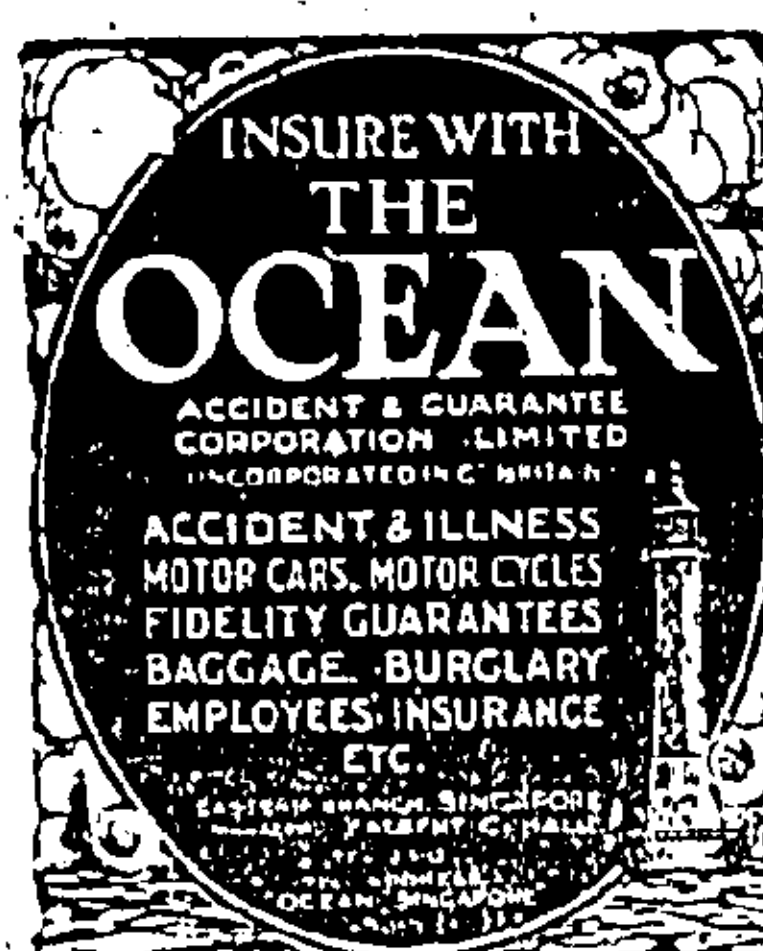
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which the whole social and economic fabric has been reared. And there was another direction in which he would venture to turn their thoughts. The country was ravaged after the Napoleonic Wars by the development of discovery and the aid of invention. The world had always produced the remedies which the conditions required, and he did not doubt that there were even now inventive minds at work on far-reaching ideas which might make as great a change in our conditions as occurred with our forefathers in last century.

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|--------------------------|---------------|----------|--------------------|
| SHANGHAI via HOIHOW      | "MINGSANG"    | Friday   | 8th June, Noon.    |
| MANILA                   | "LOONGSANG"   | Friday   | 8th June, 2 p.m.   |
| HONGKONG                 | "WAISHING"    | Saturday | 9th June, Noon.    |
| SHANGHAI via SWATOW      | "LOONGSANG"   | Sunday   | 10th June, 10 a.m. |
| TIENSIN                  | "CHEONGSHING" | Monday   | 11th June, Noon.   |
| SANDAKAN                 | "MAUSANG"     | Monday   | 11th June, 2 p.m.  |
| SHANGHAI via SWATOW      | "KWONGSANG"   | Tuesday  | 12th June, Noon.   |
| BANGKOK via SWATOW       | "KWONGSANG"   | Tuesday  | 12th June, Noon.   |
| KOBE via SHANGHAI        | "KUTSANG"     | Saturday | 16th June, Noon.   |
| SHANGHAI via SWATOW      | "LAISANG"     | Monday   | 18th June, 3 p.m.  |
| KOBE via SHANGHAI & MOJI | "NAMSANG"     | Saturday | 23rd June, Noon.   |
| STRAITS & CALCUTTA       | "FOOKSANG"    | Saturday | 23rd June, 3 p.m.  |

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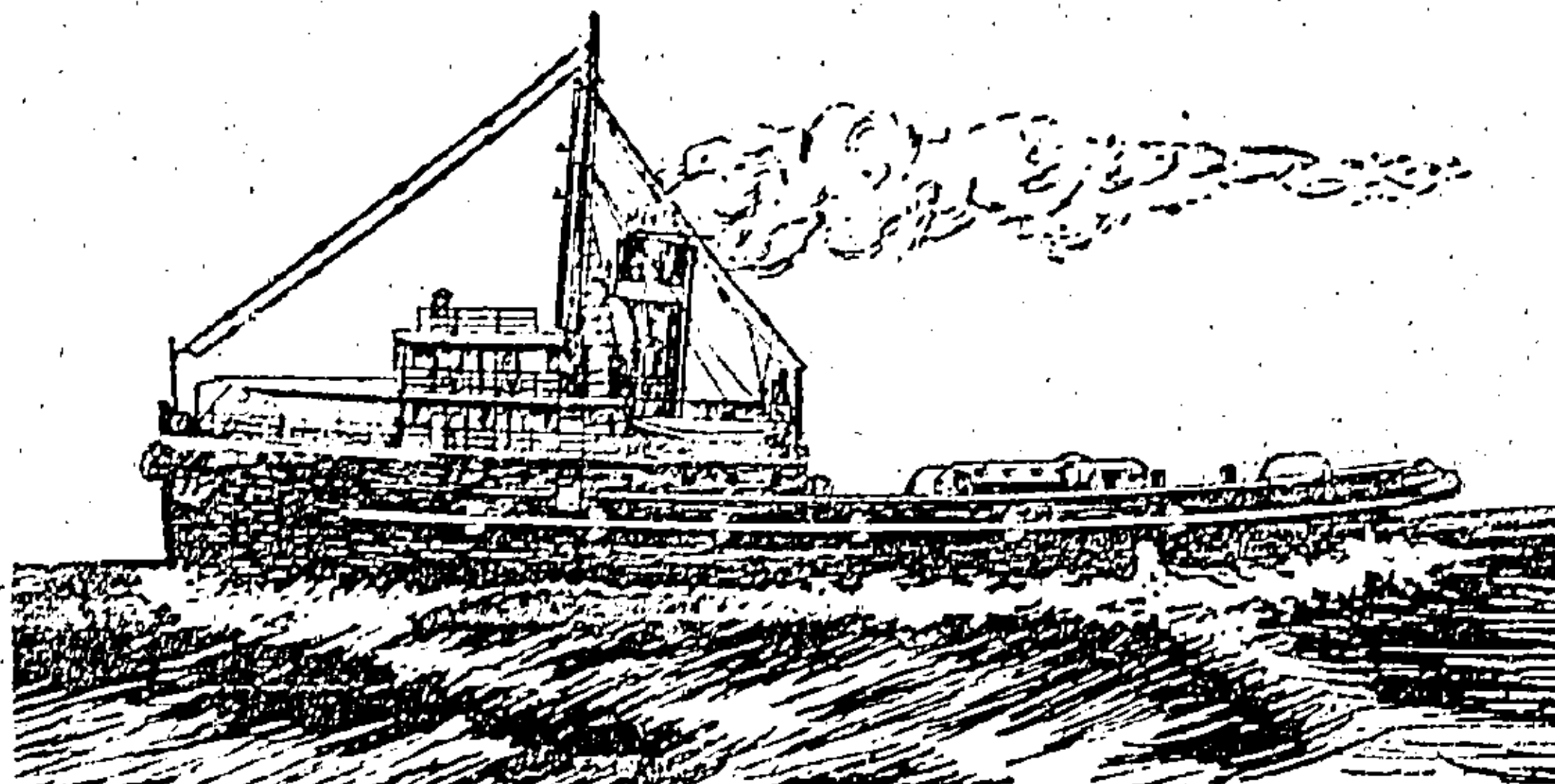
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| A CLASS (1st Class) £55. 0s. 0d. | B CLASS (1st Class) £59. 0s. 0d. |
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Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats)

"C. MAGES" loading for HAVRE, ANTWERP &amp; DUNKIRK, about mid half June.

"J.T. DE MIESSEY" loading for HAVRE, ANTWERP &amp; DUNKIRK, about mid July.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

2, QUEEN'S BUILDING.

CONSIGNATION—TRANSHIP—REPRESENTATION.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms. Saloons and Excellent cuisine.

FOR

## SWATOW, AMOY &amp; FOOCROW

AND RETURN

(Occupying 9 or 10 Days)

|          |                      |                                 |
|----------|----------------------|---------------------------------|
| HAIHONG  | Capt. W. C. Passmore | Friday, 8th June, at 1 p.m.     |
| HAIPOONG | Capt. Ellis Walker   | Tuesday, 12th June, at 12 Noon. |

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIR &amp; CO.,

General Managers.

## JAPAN COAL

AND

## GENERAL IMPORTS &amp; EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.,  
THE OSAKA MARINE & FIRE INSURANCE CO.

## MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO

No. 14 PEDDER ST., HONGKONG

**P. & O., British India  
Apcar and  
Eastern & Australian  
Lines**

(COMPANIES Incorporated in ENGLAND)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,  
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING  
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,  
EGYPT, EUROPE, ETC.PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

| Ship         | Days      | From Hongkong (about) | Destination                           |
|--------------|-----------|-----------------------|---------------------------------------|
| "SARDINIA"   | 15th June | 13th June             | Marseilles, London & Antwerp.         |
| "JENNYFORD"  | 16th June | 14th June             | Singapore, Penang, Colombo & Bombay.  |
| "DELTA"      | 17th June | 15th June             | Bombay, Marseilles, London & Antwerp. |
| "SICILIA"    | 18th June | 16th June             | Singapore, Penang, Colombo & Bombay.  |
| "MAIWA"      | 19th June | 17th June             | Bombay, Marseilles, London & Antwerp. |
| "KIDDERPORE" | 20th June | 18th June             | Singapore, Penang, Colombo & Bombay.  |
| "DEVANHA"    | 21st June | 19th June             | Marseilles, London & Antwerp.         |
| "GODAN"      | 22nd June | 20th June             | Singapore, Penang, Colombo & Bombay.  |
| "RHIVA"      | 23rd June | 21st June             | Bombay, Marseilles, London & Antwerp. |
| "KASHMIR"    | 24th June | 22nd June             | Singapore, Penang, Colombo & Bombay.  |
| "SICILIA"    | 25th June | 23rd June             | Marseilles, London & Antwerp.         |
| "MACDONALD"  | 26th June | 24th June             | Singapore, Penang, Colombo & Bombay.  |
| "DONGOLA"    | 27th June | 25th June             | Bombay, Marseilles, London & Antwerp. |
| "MANTUA"     | 28th June | 26th June             | Singapore, Penang, Colombo & Bombay.  |
| "KARMALA"    | 29th June | 27th June             | Marseilles, London & Antwerp.         |

## BRITISH INDIA - APCAR SAILINGS

|         |           |                               |
|---------|-----------|-------------------------------|
| "JANUS" | 14th June | Calcutta via Rangoon & Penang |
| "JAPAN" | 24th June | Singapore, Penang & Calcutta. |

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

|           |          |                                                                     |
|-----------|----------|---------------------------------------------------------------------|
| "ARAFURA" | 7th July | (Manila, Thursday) (Lisbon, Tuesday) (Brisbane, Sydney & Melbourne) |
|-----------|----------|---------------------------------------------------------------------|

For further connections from Australia with the following—

The P. &amp; O. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. &amp; O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)

The P. &amp; O. Co. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton &amp; London via Panama Canal.

## SAILING TO SHANGHAI &amp; JAPAN

|           |           |                 |
|-----------|-----------|-----------------|
| "ARAFURA" | 12th June | Japan direct.   |
| "SICILIA" | 16th June | Shanghai only.  |
| "MAIWA"   | 17th June | Shanghai only.  |
| "TANDA"   | 19th June | Japan via Amoy. |

All dates are approximate and subject to alterations without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.

First-class Passengers may travel by P. &amp; O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. &amp; O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights Handbooks, etc., apply to—

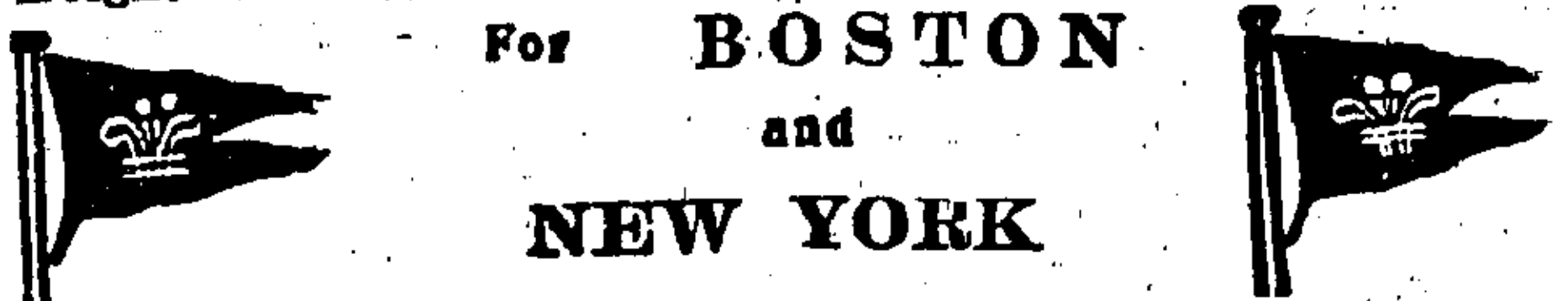
MACKINNON, MACKENZIE &amp; CO.,

27, Des Voeux Road Central, HONGKONG.

Agents.

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston (and/or New York) by fast freight steamers.



S.S. "ROMAN PRINCE" ... on or about 19th June

S.S. "GABRIEL PRINCE" ... on or about 1st July.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 3164

Telegram: (Furness)

(Incorporated in Great Britain)

St. George's Building

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**O. S. K.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION  
LONDON, HAMBURG, ANTWERP & AMSTERDAM—Monthly direct service via Singapore, Colombo, Suez and Port Said.

"AMUR MARU" ... Wednesday, 13th June

RIO DE JANEIRO, SANTOS, &amp; BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown—Passenger Service.

"SEATTLE MARU" ... Tuesday, 10th July

BOMBAY—fortnightly service via Singapore and Colombo.

"ANDES MARU" ... Thursday, 21st June

SAIGON, HANOI &amp; SINGAPORE—Regular monthly Passenger Service.

CALCUTTA—Monthly Service via Singapore and Rangoon.

"HONOLULU MARU" ... Thursday, 7th June

VICTORIA, SEATTLE, TACOMA &amp; VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND POINTS U.S.A. &amp; CANADA—Passenger Service.

"ALABAMA MARU" ... Thursday, 14th June

NEW YORK &amp; PANAMA—Regular monthly service via Japan Ports, San Francisco—Panama and Colon Ports.

"HAMBURG MARU" ... Saturday, 7th July

JAPAN PORTS—Shanghai, Dairen, Kobe &amp; Yokohama.

"JAGUN MARU" ... Sunday, 1st July

KEELUNG via SWATOW &amp; AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KALIO MARU" ... Every Sunday Noon

"AMARU MARU" ... Thursday, 7th June

TAKAO via SWATOW &amp; AMOY.

"ROSHU MARU" ... Thursday, 7th June

Tel. Central No. 4090.

K. SHIMA, Manager.

**C. N. C.  
CHINA NAVIGATION CO., LTD.**

## SAILINGS SUBJECT TO ALTERATIONS.

| For                          | Steamer     | To Sail               |
|------------------------------|-------------|-----------------------|
| SWATOW & SHANGHAI            | "SUANING"   | On 7th June, Noon.    |
| WEIHAIWEI, CHEFOO & TIENTSIN | "KUEICHOW"  | On 9th June, Noon.    |
| SHANGHAI & TUNGTAO           | "YINGCHOW"  | On 9th June, 4 p.m.   |
| SWATOW, SHANGHAI & PUKOW     | "LUCHOW"    | On 10th June, Noon.   |
| AMOY & SHANGHAI              | "SOOCHOW"   | On 12th June, D.L.    |
| SWATOW & BANGKOK             | "KIANGSU"   | On 12th June, Noon.   |
| MANILA                       | "TEAN"      | On 12th June, Noon.   |
| PAKHOI & HAIPHONG            | "CHINHUA"   | On 12th June, 11 a.m. |
| SWATOW, AMOY & SHANGHAI      | "KIUNGCHOW" | On 14th June, 4 p.m.  |
| SWATOW & SINGAPORE           | "KINGYUAN"  | On 17th June, Noon.   |

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wooning.

BANGKOK LINK.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE

Telephone Central 33.

(JOHN SWIRE &amp; SONS, LTD.)

CARGO &amp; BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE. 100, 101 &amp; 102

## AUSTRALIAN ORIENTAL LINE

(HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.)

## SAILINGS SUBJECT TO ALTERATION.

| Steamer | Arr. Hongkong from Australia | Leave Hongkong for Manila, Cebu, & other ports. |
|---------|------------------------------|-------------------------------------------------|
|---------|------------------------------|-------------------------------------------------|

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand &amp; Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD &amp; SWIRE

Telephone Central No. 36.

(JOHN SWIRE &amp; SONS, LTD.) Agents.

## STRUTHERS &amp; BARRY

OPERATING U.S. GOVERNMENT SHIPS.

## EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO  
FROM HONGKONG BY DIRECT ROUTE.S.S. "JACOB" ... Due Hongkong 15th June.  
Leave Hongkong 17th June.CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY  
SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF  
LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, CEBU, ILOILO AND ZAMBOANGA.

U.S.S.B. "West Sequana" ... Due Hongkong 29th June.  
Leave Hongkong 30th June.

TO MANILA AND SINGAPORE.

U.S.S.B. "West Ivan" ... Due Hongkong 12th June.  
Leave Hongkong 13th June.

PERMIT BILLS OF LADING ISSUED TO ALL PORTS NOT SERV'D.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS &amp; JAVA

1st Floor, Queen's Building.

Phone Central No. 3008.

G. P. BRADFORD, Res. Agent.

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## DODWELL &amp; CO., LIMITED

REGULAR SAILINGS TO NEW YORK &amp; BOSTON

For NEW YORK &amp; BOSTON via SUEZ

S.S. "WRAY CASTLE" ... sailing on or about 8th July.

## LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT,  
BLACK SEA & DANUBE PORTS.

PIUMI having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

FOR BRINDISI, VENICE &amp; TRIESTE

S.S. "PIUMI-L" ... sailing on or about 4th July.

S.S. "DUCHESSA D'AOSTA" ... sailing beginning of August.

FOR SHANGHAI, YOKOHAMA &amp; KOBE.

S.S. "DUCHESSA D'AOSTA" ... sailing on or about 5th July.

Passengers' Luggage can be insured at the Office of the Agent.

## NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

Through Bills of Lading issued from Hongkong.

For Freight or Passage apply to—

DODWELL &amp; CO., LIMITED.

Agents.



